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ALL HANDS
AZINE OF THE U.S. NAVY

U.S. DEPT. OF DEFENSE

1997
OWNER'S AND OPERATOR'S MANUAL

UNIV. OF FLA. ★ DOCUMENTS DEPT. ★
MAR 6 1997



FORWARD PRESENCE

demonstrates tional primacy in rt Strike

ring the past two weeks, the ras featured on the front newspapers and magazines, as on national and local news ts, for its key role in n Desert Strike.

ries filed by reporters out the United States ships at sea, co ed the professio of Sailors as well f forward-deployers "get the job do ration Desert promineatly eworks such C and NS out the also ging in hington tuch

days af en Ser im de rup when pted d on

"This is the kind of thing that we train for and the kind of thing that we must be prepared to do in the service of our

Be E Sept. Cli "C of were the

should be seen as a watershed event pointing the way to a radically new mind-set and dramatic changes in the way we get our forces Perry stated in

owing the a fundamen- force.

new initiatives are implemented, they will minimize risks and keep the U.S. military fully engaged in defending U.S. interests around the world."

Los Angeles-Class attack submarine commissioned

WASHINGTON —The last Los les Class Attack submarine, heyenne (SSN 773), was com d Friday at Naval Station

enator John Warner oming ceremony's r. Mrs. Ann yoming Senator ored the ship al order to to life." ere was ernational the Serb. increa while

ES Enterpr in the Adriatic Sea assist U.N. Peacekeep ept. 14 Bosnian elec ved word that its pres ded elsewhere.

ier, Enterprise Battle DM Martin Mayer crew over the 1MC ys of speculation con- ES' possible involve-

attache the presid "The Pr Deploym Perry sa

F/A-18E/F Super Hornet is S. Navy's long-range, all- er, day-and-night, multi-mis- strike fighter. The E/F is ed to complete initial sea trail

ALL HANDS

Table of Contents

January 1997 Number 957

Operational Primacy



8 Carrier: powerhouse of the fleet

14 FA-18E/F: The future is now

18 *Seawolf*: the next generation of subs

22 Mine Countermeasures: making the waters safe

Teamwork



28 Sailors make a difference around the globe everyday

30 DOD teams up to give Sailors better healthcare options

34 "You gotta have friends..."

35 Got the blues? Here's who to call.

Leadership



36 Ensuring leadership continues

37 Education: higher learning is part of your Navy career

38 Rank insignia

Pride



42 Enlisted ratings

44 Insignia and badges: officer and enlisted

46 Core Values

Pg. 23 Special Pullout Section:

1997 Paychart

Awards Order of Precedence Chart

Welcome to the '97 Edition



U.S. Navy photo

The Navy's forward presence last year played a key role in operations around the globe. When the call came, our forward-deployed Sailors were there, ready to respond instantly. 1997 will find the Navy continuing to project our power "Forward...From the Sea."

In January 1994, the staff of All Hands introduced the first Owners' and Operators' Manual, a user-friendly annual report of your Navy.

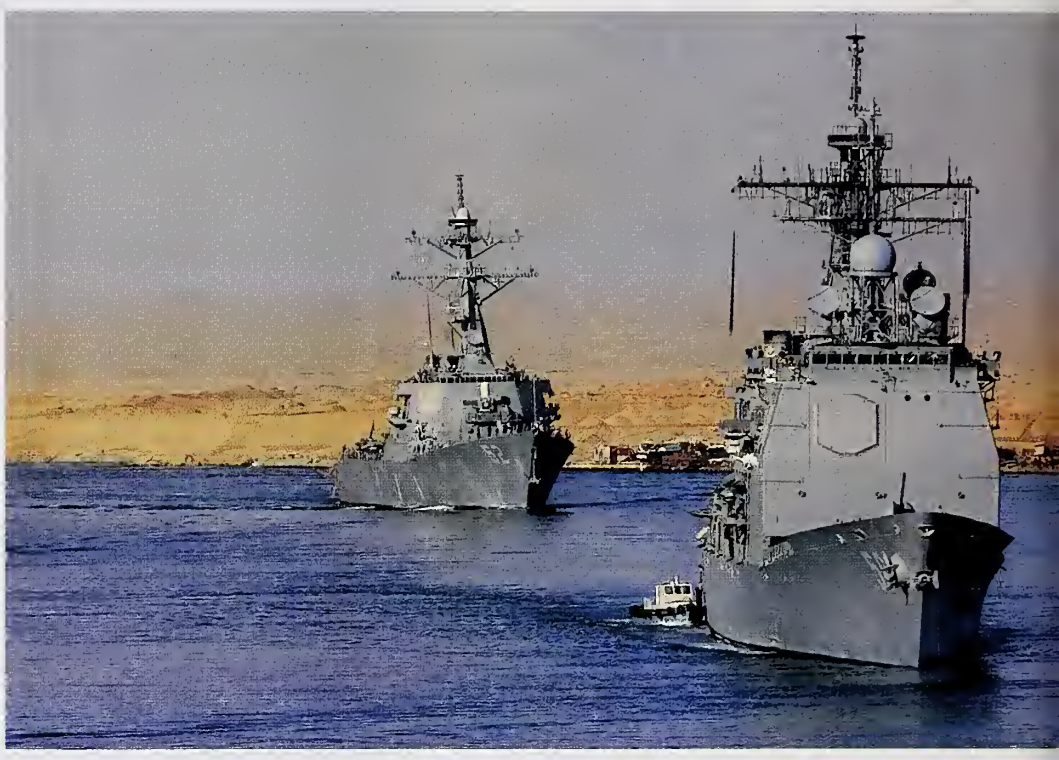
This special edition continues to be our most popular issue. It serves not only as a handy resource for general and specific Navy information, it also gives you, the Sailor, a glimpse of where the Navy is heading in this ever-changing world.

In this, our fourth edition, you will find photographs and graphics that tell the story our Navy: our high-tech ships, aircraft and submarines and our most sophisticated weapons systems. You will also find a synopsis of what is happening in the Navy during this time of change.

Finally, and most importantly, as we tell our story through words and pictures, you will see our most valuable asset, the men and women of today's Navy, doing a variety of jobs to support the Navy's multi-faceted and ever-changing mission.⚓

1997 Owners' & Operators' Manual

Forward presence:



This morning, keys are turning in the front door of thousands of American business offices literally "forward deployed" all over the world. American companies invest in overseas presence because "being there" is clearly the best way to do business.

Also this morning, thousands of Sailors and Marines are forward deployed to "hot spots" around the globe, including Bosnia, Somalia, Liberia, the Arabian Gulf and the western Pacific.

The vigilant "forward presence" of these forces is vital, but not always visible. Although their routine daily efforts don't always make headlines, these Sailors and Marines play an important role in maintaining world peace and stability.



Photo by JO3 E. Michael Wagner

Forward presence - in the form of forward-deployed naval forces - is vital to maintaining regional stability, and keeping these crises from escalating into full-scale wars.

In today's post-Cold War world, our forward-deployed naval forces provide the vital link between peacetime operations and the needs of a developing crisis. There are four basic tenets to international security: prevention, deterrence, crisis resolution and war termination. The underlying assumption of these beliefs is that it is much better - and cheaper - to resolve a crisis before it burns out of control.

Prevent

The key to prevention is forward presence - the continuous presence in a region. Our presence lets our friends know we have an interest and lets potential foes know that we're there to check any aggressive moves.

This is forward presence.

Deter

Unfortunately, presence doesn't prevent every crisis. Some rogues are going to be tempted to strike no matter what the odds. They will require active measures to be deterred. When crises reach this

on station, ready to respond



U.S. Navy photo

level, there is no substitute for sustained actual presence. Forward deployed naval forces are already on station and ready to respond on short notice. These visible forces are free from diplomatic and territorial constraints and form the bedrock of regional deterrence. For example, the mere presence of naval forces countered Iraqi saber-rattling toward Jordan and deterred Chinese attempts to derail the democratic process in Taiwan.

Although hard to quantify, the cost savings of deterring a crisis before it escalates is real — in dollars and, often, in blood and human misery.

This is forward presence.

Resolve

If a crisis can be neither prevented or deterred, them prompt and decisive crisis resolution is imperative before it threatens vital national interests. The ability of forward deployed naval forces to be on scene and take unilateral action in a crisis without permission from foreign governments is key.

Over the last two years, naval forces simultaneously and unilaterally deployed to Liberia and to the Central African Republic 1,500 miles inland to protect U.S. and international citizens.

They also launched measured retaliatory Tomahawk strikes to constrain unacceptable Iraqi behavior, and conducted naval air and Tomahawk strikes which brought the warring parties in Bosnia to the negotiating table.

This is forward presence.

Terminate

Each of the above tenets is worthy of the United States paying an annual peace insurance premium. Otherwise we, and our allies, risk paying the emotional, physical and financial costs of a full-blown war that began as just another skirmish.

If there is a war, forward deployed naval forces will be first to fight. They will remain on-scene to enforce any settlements that end the conflict.

This is forward presence.

The philosophy of forward presence is simple: prevention through living in the environment; deterrence through vigilance; and resolution through quick and selective engagement.

Naval forces are underway, on station and ready to respond at trouble spots around the world. Forward presence makes it - and will keep it - the right force, tailor-made for today's uncertain times. ⚓



Photo by PH1(AW) Les G. Waldenburg

1996 Naval

Operation *Provide Promise*
July 1992 - March 1996
Joint/combined operation to support humanitarian aid in Bosnia-Herzegovina.

Operation *Sharp Guard*
June 1993 - June 1996
U.N sanctions enforced in the former Yugoslavia (amended November 1994 to exclude Bosnia) in conjunction with western European Union forces.

Operation *Joint Endeavor*
December 1995 - present
NATO operation to implement the military aspects of the Dayton Peace Agreement.

TWA 800 Salvage
Operations
July-Nov 1996
Navy divers and salvage ships recovered victims, located and retrieved the flight data and voice recorders and removed more than 95 percent of the wreckage of TWA Flight 800 off Long Island, N.Y.

United Nations Mission Haiti
April 1995 - present
This joint/combined operation provided humanitarian civil assistance and continues to support democratic reforms in Haiti.

Counter Drug Ops
1989 - present
From January to November 1996, approx. 50,057 kilos of cocaine with an estimated value of $2.5 billion dollars was seized. Since 1989, more than 463,000 kilos of cocaine with an estimated value of $26 billion has been stopped



Operation *Assured Response*
April - August 1996
The operation provided Embassy security, noncombatant evacuation order and protection mission in and around Liberia.

UNITAS
The annual 5-month deployment that circumnavigates Latin America supports regional stability in the Western Hemisphere and provides interaction between U.S. and other foreign forces.

West African Training Cruise (WATC '96)
WATC '96 is aimed at enhancing host country military training and maintaining familiarity with the West African littoral environment.

Operations

Operation *Decisive Edge*
January 1996 - present
Joint/combined operation to support peace implementation force and enforce the U.N.-mandated no-fly zone in the airspace over Bosnia-Herzegovina.

The Partnership For Peace (PFP)
Naval forces conducted four major PFP exercises with Eastern European nations including *BALTOPS* '96 (in the Baltic Sea) and Cooperative Osprey '96 (Camp Lejeune, N.C.)

Operation *Southern Watch*
August 1995 - present
Coalition force enforcement of the no-fly zone in southern Iraq (below 32nd parallel) against Iraqi aircraft.



Operation *Vigilant Sentinel*
August 1995 - present
Navy-Marine Corps combat forces in Kuwait participated in U.S. activities to deter potential Iraqi aggression.

***CARAT* '96**
Regional stability in Southeast Asia is supported by the Pacific Fleet's Cooperation Afloat Readiness and Training program in the South China Sea.

Flexible Deterrent Options
March - April 1996
Forward-deployed naval forces proved their value as 7th Fleet monitored Chinese military activity off the coast of Taiwan.

Operation *Quick Response*
May - August 1996
Navy-Marine Corps responsible to Liberian civil unrest and rebellion by rogue military elements and provided security for the American Embassy while evacuating 448 noncombatants.

Operation *Desert Strike*
September 1996
Operations in response to Iraq's recent aggression against Kurds in northern Iraq. This expanded the no-fly zone established under Operation *Southern Watch*.

Maritime Intercept Operations
During 1996, maritime interception operations continued in the Arabian Gulf in support of U.N. sanctions against Iraq.

Steering by the stars

"As a vision for the future, let me just say we will steer by the stars and not the wake. And I see four stars of equal magnitude in the constellation that will guide us: operational primacy, teamwork, leadership and pride."

— Admiral J. Johnson, Chief of Naval Operations

Operational primacy: doing what we do best

The U.S. Navy is founded on the principles of maritime dominance and forward presence as a deterrent to hostilities. When this deterrent is tested or hostilities break out, we are there and we are ready. Our ability to respond quickly and decisively is a cornerstone of our national security. We are committed to supplying our people with the best weapons, platforms and equipment so they can continue to execute their operational missions at peak levels of performance.

In 1996, forward-deployed U.S. naval forces were on-scene and answered the call in the Adriatic Sea, the Taiwan Straits, off the coast of West Africa and in the Arabian Gulf, influencing events, supporting operations ashore and asserting U.S. policy. We also brought our specialized capabilities to bear where no others could during strategic *Tomahawk* missile strikes in response to Iraqi aggression. In each instance, we've proved that naval forces, operating "Forward ... From the Sea," are essential to national security.

In 1997, U.S. naval forces will continue at the frontlines of America's security position around the globe, providing the strategic imperative, peacetime forward presence, crisis response capability, regional conflict response and joint and combined operational ability.

Our guiding principle of "Forward ... From the Sea" will be enhanced with a new Forward Vision, looking ahead to meet the needs of the nation with a fully trained and equipped naval force, including active duty





U.S. Navy photo

personnel, reserve forces, civilian employees and Navy families.

Teamwork: how it all comes together

Taking care of each other is the essence of teamwork and the essence of the Navy tradition. Teamwork means modeling the Navy's core values of Honor, Courage and Commitment to subordinates and demonstrating our dedication to those principles daily to superiors. Teamwork means looking out for and acting on what is best for our country, for the Navy, and for the unit — not looking out for individual glory and gain. Working together is the only way to meet the challenges of the new century.

Leadership: where it all begins

Leadership in the world and the nation begins with each member of the U.S. Navy. From leading petty officers to chiefs to junior officers and senior commanders all the way to the Chief of Naval Operations, the principles of leadership are constant. Leadership by example. Know your people, develop their abilities and use the lessons of the past to chart the future. These are the hallmarks of effective Navy leadership.

The Navy's Core Values of Honor, Courage and Commitment are the foundation for leadership. Live each day by these values. Demonstrate and communicate them to create an atmosphere of dignity, respect and common purpose essential to the fulfillment of our mission.

Pride: reward for performance

Today's Navy is ready for the challenges of tomorrow with a fully-engaged and forward-deployed cadre of professionals. Trained and ready, the combined active and Reserve Navy is fully capable of responding to the nation's needs at a moment's notice. The variety and quality of accomplishments performed on any given day in the Navy is truly remarkable. From the Sailor afloat who puts in extra effort to meet a standard, to the volunteer who works in the Family Service Center, to the civilian employee who thought of a way to "do it better," to the reservist who puts aside civilian commitments to serve ... there are many reasons to be proud – and we are. ⚓



U.S. Navy photo

Carrier: powerh

Battle Group

Kitty Hawk (CV 63) Class



Forrestal (CV 59) Class



Nimitz (CVN 68) Class



Enterprise (CVN 65) Class



Ticonderoga (CG 47) Class



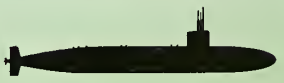
Arleigh Burke (DDG 51) Class



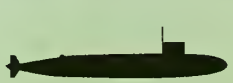
Spruance (DD 963) Class



Los Angeles (SSN 688) Class



Sturgeon (SSN 637) Class



Oliver Hazard Perry (FFG 7) Class



Sacramento (AOE 1) Class & *Supply* (AOE 6) Class





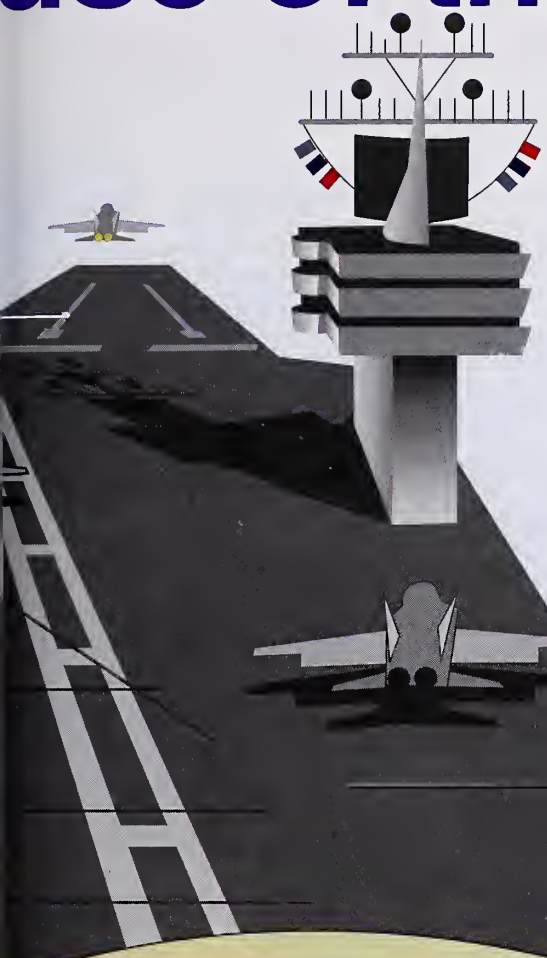


Catapu
Accelerate aircra
150 mph for la
approximately

Meatball
Visual cue used by pilots to line up aircraft for landing.



use of the fleet



Bridge
Command decisions are made here. Ship is steered from this location and air traffic is controlled from here.
Also known as: The Island





Arresting cables
Used to stop aircraft at same position on deck—regardless of size and weight of aircraft

Aircraft Carrier facts:

***Nimitz* Class**

ant:	Two nuclear reactors, four geared steam turbines, four shafts
	1,040 feet
	134 feet
ment:	97,000 tons full load
	30+ knots (34.5 miles per hour)
	Approximately 85
	Ship's company - 3,200 • Air wing - 2,480
nt:	*Sea Sparrow* missiles (four launchers), *Phalanx* close-in weapons systems

Graphic by
JO2 Ray Sarracino

Air Wing

FA-18 E/F *Hornet*



FA-18 C/D *Hornet*



F-14 *Tomcat*



S-3 *Viking*



E-2 *Hawkeye*



EA-6B *Prowler*



SH-60 *Seahawk*



Naval Ships

Aircraft Carriers

The centerpieces of the Navy's offensive and defensive strategy, carriers support and operate aircraft that engage in attacks on airborne, afloat and ashore targets which threaten our use of the sea. These vessels also engage in sustained operations in support of other forces.



Kitty Hawk (CV 63) Class



Forrestal (CV 59) Class



Enterprise (CVN 65) Class



Nimitz (CVN 68) Class

Surface Warfare Ships

Primary surface-borne combatants conduct at-sea battle operations against surface, air and sub-surface enemies, protect sea lanes and serve as front-line support to aircraft carriers in a battle group.

Frigates

Anti-submarine warfare combatants protect shipping lanes for amphibious expeditionary forces, as well as underway replenishment groups and merchant convoys.



Oliver Hazard Perry (FFG 7) Class

Destroyers

Support battle, surface action, amphibious, and replenishment groups. Destroyers are primarily used for anti-submarine warfare while guided-missile destroyers are multi-mission surface combatants.



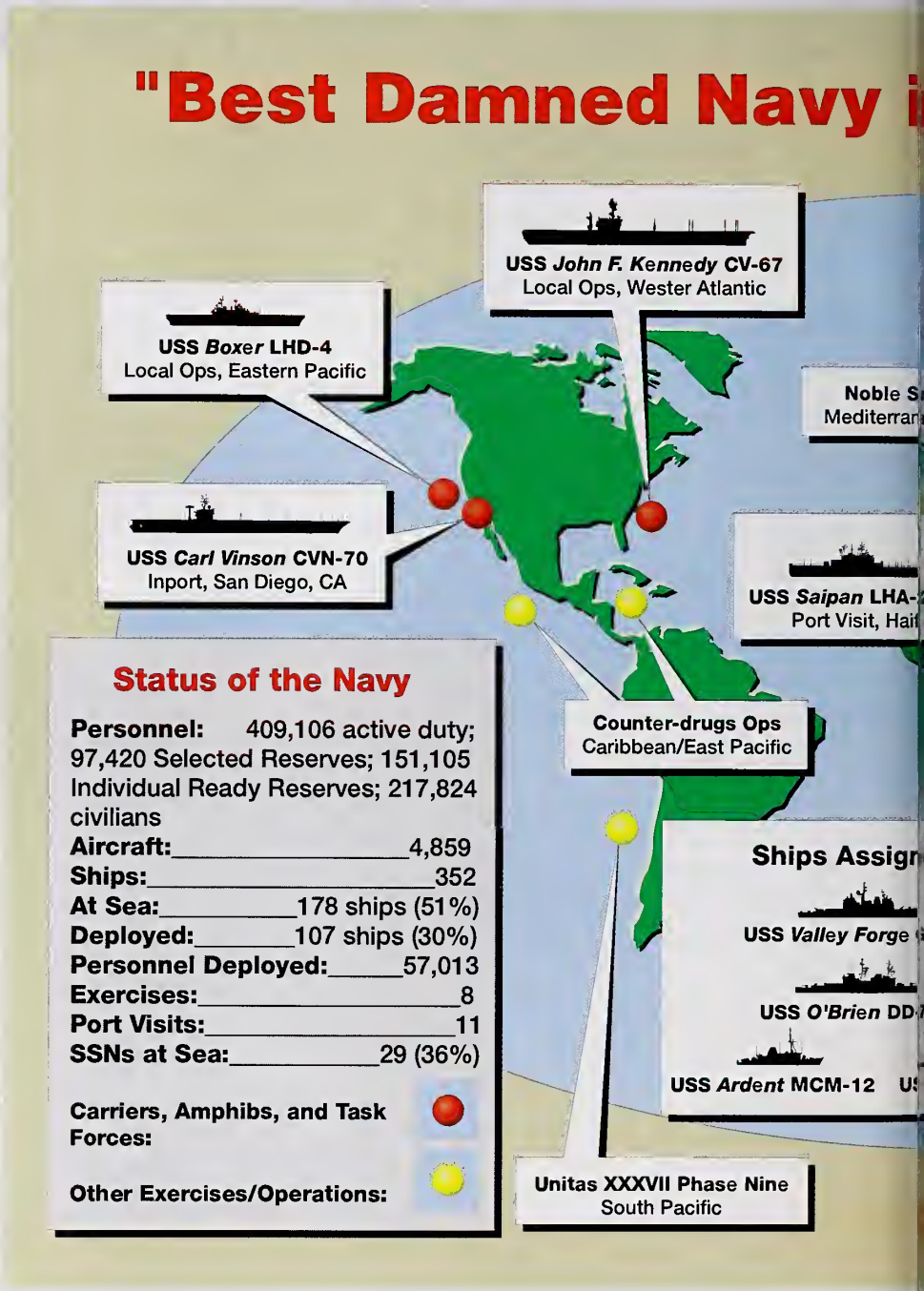
Arleigh Burke (DDG 51) Class

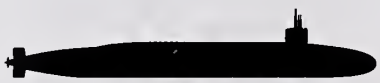


Kidd (DDG 993) Class



Spruance (DD 963) Class



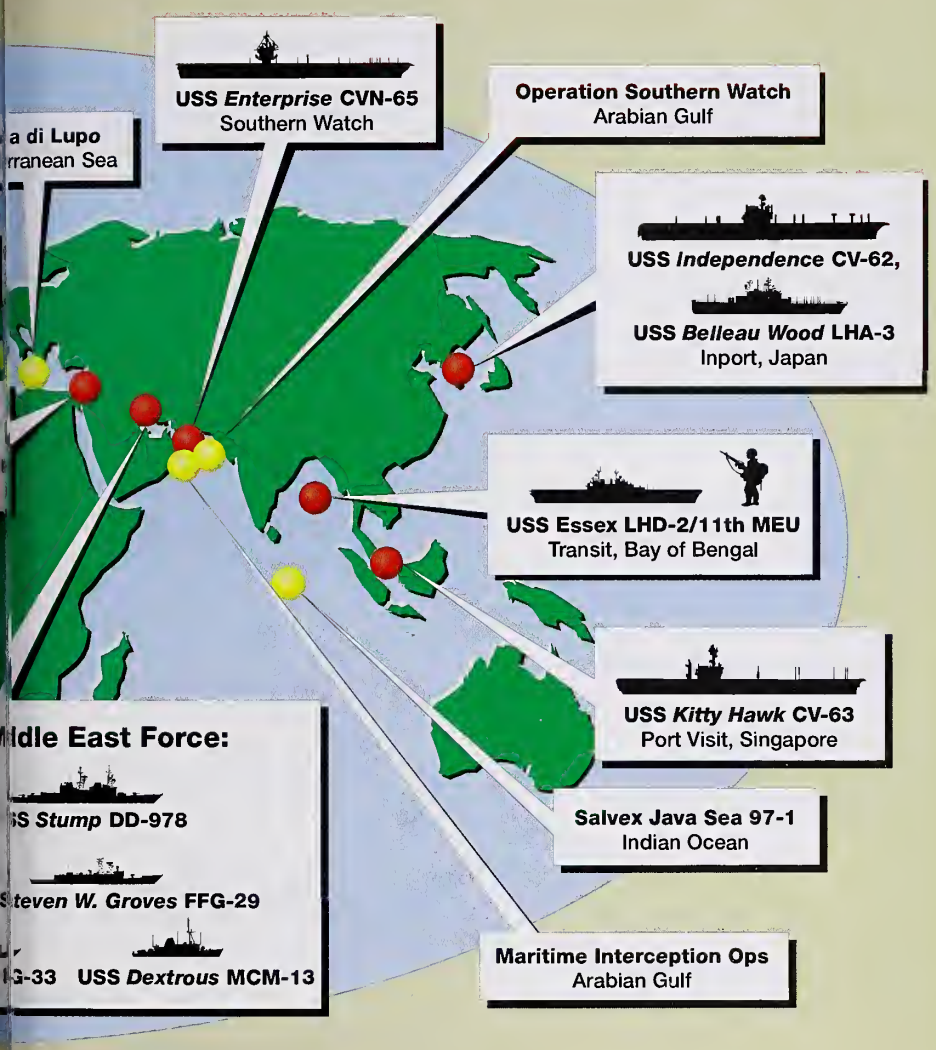


Ohio (SSBN 726) Class

Ballistic Missile Submarines

Deterrence of war has been the sole mission and fundamental reason for the existence of the fleet ballistic missile submarine since its inception in 1960. Among the Navy's highest priority programs, ballistic missile submarines are the cornerstone of the national security policy functioning as the most survivable and enduring leg of the strategic deterrent triad.

ne World..." -Secretary of Defense William Perry



Where we were November 12, 1996

Attack Submarines

Destroy enemy ships, primarily submarines, to prohibit the employment of such forces against the United States or allied ships.



Seawolf (SSN 21) Class



Los Angeles (SSN 688) Class



Sturgeon (SSN 637) Class

Cruisers

Multi-mission surface combatants with extensive warfare capability support battle groups and amphibious forces. Also serve as flagship of surface action groups and can operate independently. Extensive warfighting capability. *Ticonderoga* and *Virginia*-classes are also equipped with *Tomahawk* ASM/LAM for long-range strike capability.



Ticonderoga (CG 47) Class



California (CGN 36) Class

Mine Warfare Ships

Clear vital waterways, such as choke points, harbors, and channels, of bottom and moored mines.

Mine Counter Measures



Avenger (MCM 1) Class

Mine Hunter



Osprey (MHC 51) Class

Fleet Support Ships

Provide repair, salvage and a variety of other types of support to the combatant fleet.

Rescue, Salvage & Towing

Provide rapid firefighting, dewatering, battle damage repair, and rescue towing assistance to save battle-damaged combatant ships in combat or high threat areas from further loss or damage; tow them to repair ships or bases located in safe areas.



Safeguard (ARS 50) Class

Mobile Combat Logistics Force

Provide fuel, provisions and ammunition to combatant ships at sea via underway and vertical replenishment. These ships are an integral part of carrier battle groups as fuel, ammunition and stores reservoirs.

Fast Combat Support

Redistribute petroleum products, ammunition, and stores from shuttle ships to carrier battle groups through connected and vertical replenishment.



Sacramento (AOE 1) & *Supply* (AOE 6) Classes

Ammunition

Deliver ammunition and stores, either independently or with other combat logistic ships, to combatants and/or battle group station ships using both connected and vertical replenishment.



Kilauea (AE 26) Class

Fleet Oiler

Transport bulk petroleum and lubricants from depots to underway battle group station ships, as well as combatants and support forces by alongside and vertical replenishment.



Cimarron (AO 177) Class

Coastal Patrol

Primarily provides coastal protection and interdiction. Also provides Naval Special Warfare Support, including long-range SEAL insertion/extraction and tactical swimmer operations.



Cyclone (PC 1) Class

Landing Craft Air Cushion

Transport weapons systems, equipment, cargo, and personnel of the assault elements of the Marine Air/Ground Task Force from both ship to shore and across the beach.



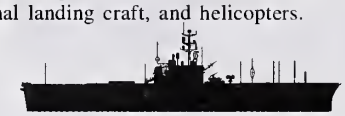
LCAC

Amphibious Warfare Ships

Carry assault troops and equipment to enemy beaches and serve as combat support platforms for these forces.

Assault Ships

Transport and land assault forces ashore by use of Landing Craft Air Cushion (LCAC), conventional landing craft, and helicopters.



Iwo Jima (LPH 2) Class



Wasp (LHD) 1 Class



Tarawa (LHA 1) Class

Amphibious Command

Provide amphibious command and control in major amphibious operations.



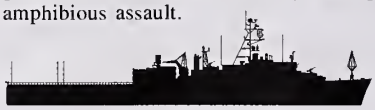
Blue Ridge (LCC 19) Class



LaSalle (AGF 3) Class

Amphibious Transport, Dock

Transport and land Marines, their equipment and supplies by embarked landing craft or amphibious vehicles augmented by helicopters in amphibious assault.



Austin (LPD 4) Class

Dock Landing

Support amphibious operations on a hostile shore via Landing Craft Air Cushion (LCAC), conventional landing craft and helicopters.



Whidbey Island (LSD 41) & *Harpers Ferry* Classes



Anchorage (LSD 36) Class

Tenders

Provide mobile base facilities for maintenance and logistic support to submarines and surface combatants.



L.Y. Spear (AS 36) & *Emory S. Land* (AS 39) Class



Simon Lake (AS 33) Class

ALL HANDS Factoid



BIG BLADE

A single propeller on a NIMITZ-class aircraft carrier weighs 69,300 pounds and is 22 feet high.



Military Sealift Command

The Military Sealift Command (MSC) maintains a fleet of ships which provides a variety of unique support missions to the fleet and other military services. These ships are primarily crewed by civilians with a contingent of U.S. Navy personnel.

Maritime Prepositioning

Long-term prepositioning of land-based equipment and supplies in set locations worldwide.



Fast Sealift

Rapid, worldwide deployment of tanks, helicopters and other military supplies and equipment.



Combat Stores

Provide refrigerated and general stores, dry provisions, technical and aviation spares, fleet freight, mail, personnel and other items underway from five stations and with two H-46 helicopters.



Oilers

Transport bulk petroleum products from shore depots to replenishment ships and combatants under way making task groups as independent as possible of limited freight, mail and personnel.



Tankers

Worldwide delivery of petroleum products to DoD users and support of fleet operating units.

Aviation Logistics Support

Dedicated fast sealift for movement of a functional aviation intermediate maintenance activity to support U.S. Marine Corps fixed and rotary wing aircraft.



Ocean Surveillance

Tow the Surveillance Towed Array Sensor (SURTASS).



FBM Resupply

Provide logistic resupply for submarines and submarine tenders deployed overseas and at East Coast refit sites.



Oceanographic Research

Support naval oceanography research.



Oceanographic Survey

Mapping and oceanographic survey of ocean floors and coastlines.



Cable Repair

Transport, deploy, retrieve and repair submerged cables; tow acoustic projectors; cable plow; and conduct acoustic hydrographic and bathymetric surveys.



Auxiliary Crane

Mobile discharge facility for non self-sustaining container ships in ports without operational container off-load capability.



Fleet Ocean Tugs

Tow battle-damaged and otherwise non-operational fleet ships to safe ports; conduct salvage operations and support other special missions.



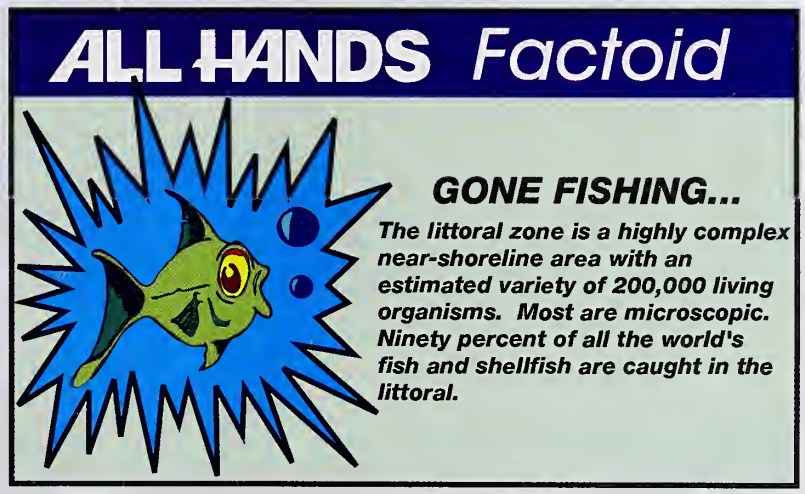
Hospital Ships

Mobile, rapidly responsive afloat medical facility to provide acute medical and surgical care in support of amphibious and naval task forces in areas where hostilities may be imminent. Also provide a full hospital asset for use by other U.S. government agencies in support of disaster relief operations worldwide.



Dry Cargo

Point-to-point cargo delivery service to MSC customers worldwide meeting requirements not normally covered by regularly scheduled commercial service *(wide variety of types and sizes).*



FA-18E/F Super Hornet:



The future is now



Fighters, Bombers & Tactical Aircraft



F/A-18E/F *Hornet*
The F/A-18 all-weather strike fighter provides fleet defense and escort. It is also used for force projection, interdiction and air support. The E/F model boasts increased range, more powerful engines, heavier payload and increased bring-back capability.

Wingspan:	37 ft., 6 inches
Length:	56 ft.
Height:	15 ft., 3.5 in.
Speed:	Mach 1.8+
Range:	2,073 miles
Armament:	20mm M-61A1 *Vulcan* cannon *Sparrow III* missile (fighter) *Sidewinder* missile (fighter) Guided /conventional air-to-ground ordnance (attack) *Harpoon* & *HARM* missiles
Crew:	1 (A, C & E); 2 (B, D & F)



F/14D *Tomcat*
The variable sweep wing, F/14 *Tomcat* destroys multiple targets in all weather conditions, using a vast array of weapons. The *Tomcat* is also used for power projection and as an intercepter. The aircraft has recently been adapted for an air-to-ground attack role.

Wingspan:	64 ft. (unswept); 38 ft. (swept)
Length:	61 ft., 8 inches
Height:	16 ft.
Speed:	Mach 2+
Range:	2,300 miles
Armament:	AIM-54s, AIM-7s and AIM-9s Air-to-ground ordnance 20mm M-61A1 *Vulcan* cannon
Crew:	2



EA-6B *Prowler*
The all-weather, subsonic *Prowler* supports air strikes and ground troops by jamming enemy radar, and providing electronic data links and communications.

Wingspan:	53 ft.
Length:	59 ft., 10 inches
Height:	16 ft., 3 inches
Speed:	610 mph
Range:	1,099 miles
Armament:	*HARM* missiles
Crew:	4



S-3 *Viking*
The carrier-based, all-weather, multi-mission S-3 *Viking* seeks and destroys submarines and provides surveillance.

Wingspan:	68 ft., 8 inches
Length:	53 ft., 4 inches
Height:	22 ft., 9 inches
Speed:	518 mph
Range:	2,645 miles
Armament:	*Harpoon* missiles; rockets; mines; torpedoes; depth charges
Crew:	4



P-3C *Orion*
The P-3C is a land-based, long-range anti-submarine patrol aircraft. Using sonobuoys and magnetic anomaly detection equipment, it detects, identifies and destroys submarines.

Wingspan:	99 ft., 8 inches
Length:	116 ft., 10 inches
Height:	33 ft., 8 inches
Speed:	473 mph
Range:	2,383 miles
Armament:	*Harpoon* missile MK-46 torpedoes, mines; depth charges; sonobuoys
Crew:	10

Command and Control Aircraft



E-2C *Hawkeye*
The carrier-based E-2C aircraft uses computer sensors to provide early warning, threat analysis and counteraction control for a carrier battle group.

Wingspan:	80 ft., 7 inches
Length:	57 ft., 6 inches
Hcight:	18 ft., 4 inches
Speed:	389 mph
Range:	1,500+ miles
Armament:	None
Crew:	5



E-6A *TACAMO*
The E-6A provides secure, jam-resistant strategic communications relay for submarines using a wire antenna several thousand feet long.

Wingspan:	148 ft., 4 inches
Length:	152 ft., 11 inches
Height:	42 ft., 5 inches
Speed:	610 mph
Range:	6,700 miles
Armament:	None
Crew:	14

Training Aircraft



T-45A *Goshawk*
The T-45 serves as an intermediate and advanced pilot trainer for jet carrier aviation and tactical strike missions.

Wingspan:	30 ft., 10 inches
Length:	39 ft., 4 inches
Height:	14 ft.
Speed:	620 mph
Range:	1150 miles
Armament:	None
Crew:	2 (instructor, student)

Helicopters



SH-3H ***Sea King***
The ship-based SH-3H all-weather helicopter detects, classifies, tracks and destroys submarines, and provides support, search and rescue functions.

Length:	54 ft., 9 inches
Height:	17 ft.
Speed:	136 mph
Range:	623 miles
Armament:	2 - MK-46 torpedoes
Crew:	4



SH-60B ***Seahawk***
The SH-60 is part of the LAMPS Mk-III computer integrated ship/helicopter weapons system. It provides a remote platform for weapons deployment, sensor information and surveillance.

Length:	64 ft., 10 inches
Height:	17 feet
Speed:	144 mph
Range:	380 + miles
Armament:	2 - MK-46 torpedoes
Crew:	3



CH-46 ***Sea Knight***
The versatile UH-46 transports cargo and personnel and conducts search and rescue missions.

Length:	46 ft.
Height:	17 ft.
Speed:	165 mph
Range:	132+ miles
Armament:	None
Crew:	4

ALL HANDS Factoid



ONE FAST CAT

The fastest Navy aircraft is the F-14 TOMCAT which can fly 2.3 times the speed of sound.



CH-53 ***Sea Stallion***
The CH-53 helicopter transports personnel, equipment and supplies. It can be equipped for mine countermeasures and amphibious operations.

Length:	67 ft., 5 inches
Height:	24 ft., 11 inches
Speed:	184 mph
Range:	665 miles
Armament:	None
Crew:	3

Transport Aircraft



C-130 ***Hercules***
The versatile, multi-purpose C-130 transports personnel and cargo and can be outfitted for special operations.

Wingspan:	132 ft., 7 inches
Length:	97 ft., 9 inches
Height:	38 ft., 3 inches
Speed:	374 mph
Range:	2,350 miles w/ max. payload; 5,200 empty
Armament:	None; can be fitted with 7.62mm miniguns, 20mm *Vulcan* cannons, 40mm *Bofors* cannons and 105mm Howitzer
Crew:	5



C-9B ***Skytrain II***
The C-9B provides intratheater transport and logistics support. It also airlifts naval reservists to and from training sites.

Wingspan:	93 ft., 3 inches
Length:	119 ft., 3 inches
Height:	27 ft., 5 inches
Speed:	565 mph
Range:	2,000 miles
Armament:	None
Crew:	8



C-2A ***Greyhound***
The C-2A turboprop delivers critical logistics support to carriers through its primary mission of Carrier Onboard Delivery (COD).

Wingspan:	80 ft., 7 inches
Length:	56 ft., 10 inches
Height:	15 ft., 11 inches
Speed:	357 mph
Range:	1,796 miles
Armament:	None
Crew:	4

Seawolf: The next generation

SEAWOLF CHARACTERISTICS

Class:	*Seawolf* (SSN 21) nuclear-powered, attack submarine
Christened:	June 24, 1995
Displacement:	9,150 tons submerged
Length:	353 feet
Hull Diameter:	40 feet
Draft:	35 feet
Speed:	In excess of 25 knots
Depth:	In excess of 800 feet
Weapons:	Mark 48 anti-submarine torpedoes; *Harpoon* missiles; *Tomahawk* cruise missiles
Complement:	Approximately 130 crew members
Quietness:	Less detectable at high speed than a *Los Angeles* class SSN sitting at the pier.

Seawolf successfully completes initial sea trials

Seawolf (SSN 21), the Navy's newest and most advanced attack submarine, completed its initial sea trial July 5, and returned to Electric Boat Corp., in Groton, Conn.

The test program included first underwater submergence, acoustics trials, engineering inspections and at-sea training for the crew.

"This is a great day both for the Navy and for the nation," said ADM Bruce DeMars, director, Navy Nuclear Propulsion, when the submarine returned.

"The ship behind us is the most complicated thing built in this country. Today the country has the fastest, the quietest, the most heavily armed submarine in the world."

The *Seawolf* submarine provides the Navy with advanced weaponry and new tactical capability and communications. Compared to previous SSNs, it carries an increased weapons load of Mark 48 anti-submarine torpedoes, *Harpoon* missiles and *Tomahawk* cruise missiles.

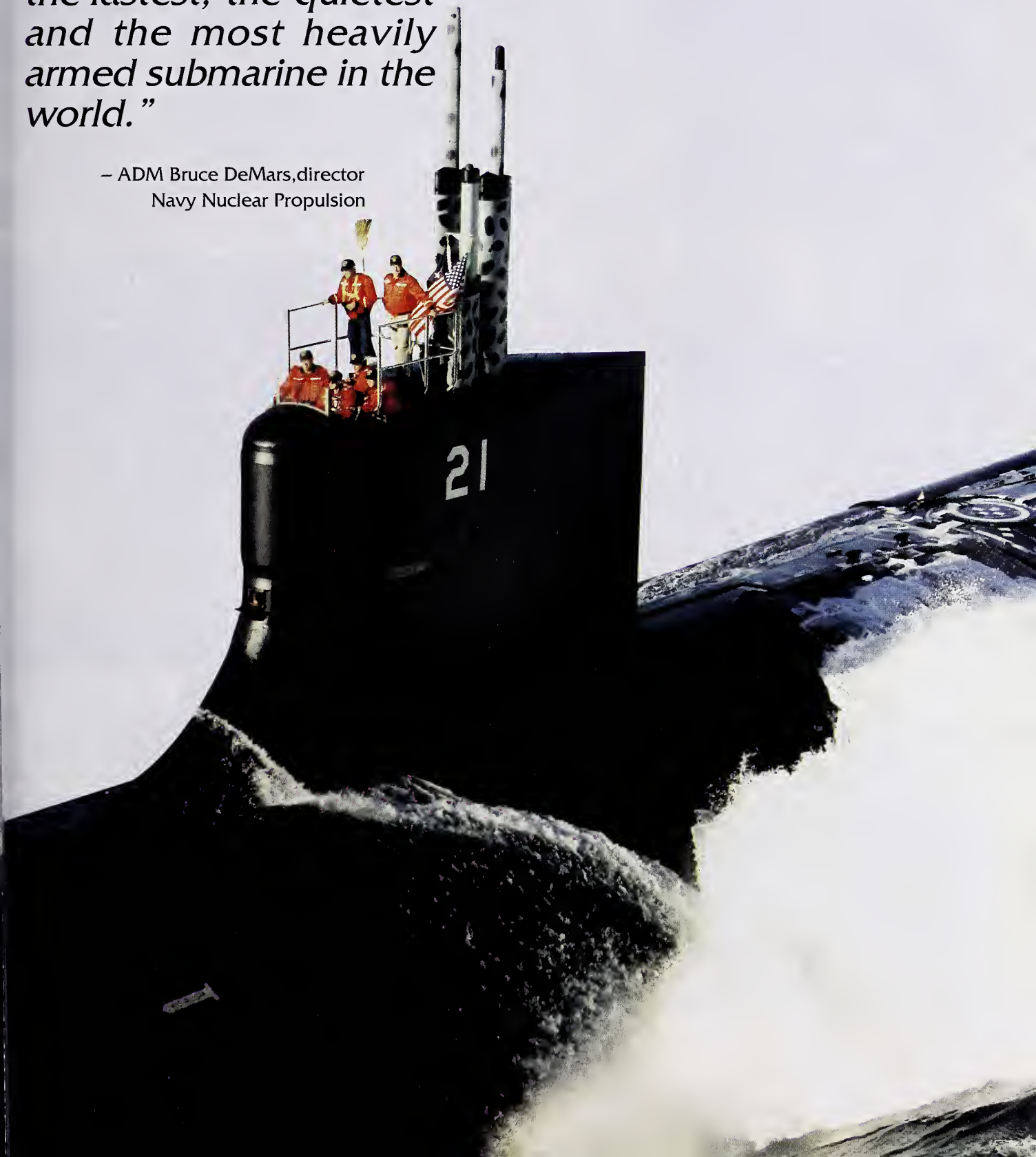
Seawolf's robust design supports missions including surveillance, intelligence collection, special warfare, covert cruise missile strike, mine warfare, anti-submarine and anti-ship warfare. ⚓



of Navy submarines

"Today the country has the fastest, the quietest and the most heavily armed submarine in the world."

– ADM Bruce DeMars, director
Navy Nuclear Propulsion





Air-to-Air Missiles

Sparrow

Primary mission: Highly maneuverable, radar-guided missile, with all-weather capability; can attack high-performance aircraft and missiles from any direction. **Dimensions:** length – 12 ft.; diameter – 8 in.; weight – 510 lbs. **Range:** more than 30 nautical miles. **Payload:** blast fragment, high explosive.

Phoenix

Primary mission: All-weather, long-range missile, carried in clusters, up to six missiles on the F-14; provides near simultaneous launch against multiple air targets. **Dimensions:** length – 13 ft.; diameter – 15 in.; weight – 989 lbs. **Range:** more than 104 nautical miles. **Payload:** proximity fuse, high-explosive; weight – 135 lbs.

Sidewinder

Primary mission: All-weather, heat-seeking, short-range, dogfight missile; can be used day or night and hones in on the engine exhaust of target aircraft. **Dimensions:** length – 9 ft., 4.2 in.; diameter – 5 in.; weight – 188 lbs. **Range:** 10,000 to 20,000 yards. **Payload:** annular blast fragmentation; weight – 20.8 lbs.

AMRAAM

Primary mission: All-weather, radar-guided beyond-visual range missile; provides launch and leave capability and multiple target engagement capability. **Dimensions:** length – 11 ft., 9 in.; diameter – 7 in.; weight – 300 lbs. **Range:** 39 nautical miles. **Payload:** blast high explosive.



Cruise Missiles

Harpoon

Primary mission: All-weather, over-the-horizon anti-ship missile; capable of being launched from surface ships, submarines or from aircraft to destroy combatants, submarines or other shipping. **Dimensions:** length – 15 ft., surface/submarine launched; 12 ft., 7 in. air launched; diameter – missile body, 13.5 in. **Payload:** 500 lbs. high explosive, blast penetrator.



Tomahawk Cruise Missile

Primary mission: Long-range, subsonic surface warfare; and conventionally or nu length – 18 ft., 3 in.; diameter – 20.4 in. P tional submunitions dispenser with comb



Fleet Ballistic Missiles

Trident II (D-5)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length – 44 ft.; diameter – 83 in.; weight – 126,000 lbs. **Range:** more than 6,000 nautical miles. **Payload:** Thermonuclear MIRV (Multiple Independently Targetable Re-entry Vehicle); Maneuverable Re-entry Vehicle (MRV) warhead.

Trident I (C-4)

Primary mission: Subsurface to surface strategic nuclear deterrence. **Dimensions:** length – 34 ft.; diameter – 74 in.; weight – 73,000 lbs. **Range:** 4,000 nautical miles. **Payload:** Thermonuclear MIRV with maneuverable warhead.

Surface-to-Air Missiles

***Standard* Missile Family**

Primary mission: Engage and intercept aircraft, anti-ship missiles and surface ships. SM-1 MR, SM-2 MR **Dimensions:** length – 14 ft., 7 in.; diameter – 13.5 in.; weight – SM-1, 1,100 lbs.; SM-2, 1,380 lbs. **Payload:** proximity fuse, high explosive. SM-2 ER **Dimensions:** length – 26.2 ft.; diameter – 13.5 in.; weight – 2,980 lbs. **Payload:** proximity fuse, high explosive.

Air-to-Ground Missiles

***HARM* Missile**

Primary mission: High-speed, anti-radiation missile; designed to seek out and destroy enemy radar-equipped air defense systems. **Dimensions:** length – 13 ft., 7 in., diameter – 10 in., weight – 798 lbs. **Range:** approximately 80 nautical miles. **Payload:** blast fragmentation.

Anti-radar Missile

Primary mission: The AGM-45 shrike is designed to home in on anti-aircraft radars. **Dimensions:** length – 10 ft., diameter – 8 in.; weight – 390 lbs. **Range:** delivered by fighter aircraft, employs solid-fueled rocket. **Payload:** explosive blast warhead.



IR *Maverick* Missile

Primary mission: Forward fired, infrared-guided weapon; designed for day/night sea warfare and land interdiction. **Dimensions:** length – 8 ft. 2 in.; diameter – 12 in.; wing span – 2 ft., 4 in.; weight 675 lbs. **Range:** 12 nautical miles. **Payload:** 300 lb. penetrating/ blast warhead.



ile; conventionally armed for anti-in land attack versions. **Dimensions:** ventional – 1,000 lb. *Bullpup* or conven-omblets. Nuclear – W-80 warhead.

Naval Guns

MK 15 *Phalanx* Close-in Weapons System (CIWS)

Primary mission: Fast-reaction, rapid-fire 20-millimeter gun system; provides defense against anti-ship missiles and hostile air targets at short range. **Dimensions:** weight – 12,500 lbs.; magazine capacity – 1,500 rounds of 20 mm ammunition. **Features:** 3,000 - 4,500 rounds per minute.

MK 75, 76mm/.62 Caliber Gun System

Primary mission: Provides frigates and other combatants with a fast-reaction, lightweight gun; counters aircraft, cruise missiles and surface ships. **Features:** an enclosed naval gun mount, single barrel, remote-controlled, rapid-fire capability.



5-inch/.54 Caliber Lightweight Gun

Primary mission: Fires at a rate of 16 to 20 rounds per minute; provides surface combatants with accurate naval gunfire against fast, highly maneuverable surface targets, air threats and shore targets.

Torpedoes

MK 46 Torpedo

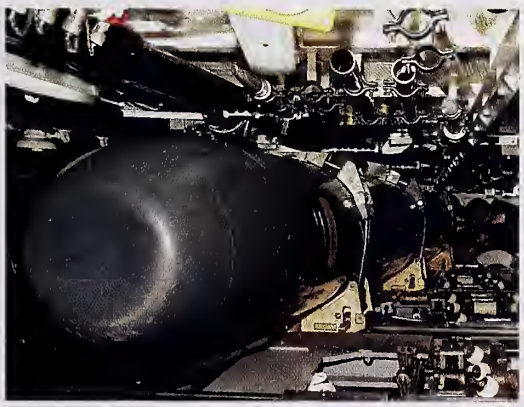
Primary mission: Launched from surface combatant torpedo tubes, ASROC missile and fixed and rotary wing aircraft. **Dimensions:** length – 8.5 ft.; diameter – 12.75 in., weight – 508 lbs. **Guidance:** 2 different modes – active or passive/active homing. **Payload:** 98 lbs. of PBXN-103 high explosive.

MK 48 and MK 48 Advanced Capability (AdCap) Torpedo

Primary mission: Subsurface to subsurface and subsurface to surface. **Dimensions:** length – 19 ft.; diameter – 21 in.; weight – 3,520 lbs., (MK 48 AdCap – 3,695 lbs.). **Range:** 23 miles; depth – more than 1,200 ft. **Guidance:** wire-guided active and/or passive homing. **Payload:** 650 lbs. high-explosive warhead.

MK 50 Torpedo

Primary mission: Surface and air to sub-surface. **Dimensions:** length – 9.5 ft.; diameter – 12.75 in.; weight – 800 lbs. **Guidance:** active/ passive acoustic homing.



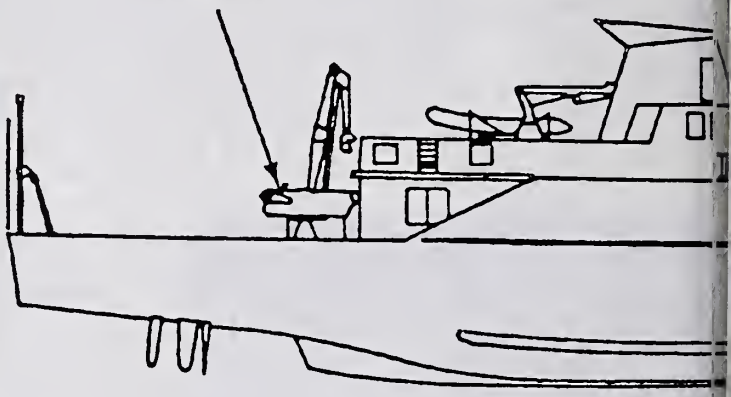
Mine Counter Measures:



Photo by Francois Kieschnick

▲ SN Jackie Johnson, anchor brakeman, talks to the bridge. If there is an emergency underway, such as an electrical failure or loss of propulsion, he would release the anchor so the ship wouldn't drift.

Mine Neutralization System AN/S;Q-48(V)



MHC *OSPREY* CLAS

Length:	57.3 Meters (18.8 Feet)
Hull:	Glass Reinforced Plastic (GRP) Monocoque
Beam:	10.9 Meters (36 Feet)
Speed:	10 knots (Economical)
Draft:	2.8 Meters (9.5 Feet)

MAJO

AN/SQQ-32:	Advanced Minehunting Sonar
AN/SLQ-48:	Mine Neutralization System
AN/SYQ-13:	Command, Control and Precise Navigation

➤ ET3 Michael Riforgiate, (left) phonetalker, and MNC(SW) Todd Knop, (right) officer of the deck, watch SN Ernest Mazurek, helmsman, conduct steering checks prior to getting underway. They ensure a proper engineering response from the Voith-Schneider propellers.



SPECIAL PULLOUT

ALL HANDS FY97 Monthly Basic Pay Chart

Cumulative Years of Service

Pay Grade	Under 2	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 24	Over 26
Enlisted Members															
E-9	As a senior enlisted advisor of a military service, E-9 basic pay is 4227.90.						2701.80	2762.40	2824.80	2889.90	2954.70	3011.70	3169.80	3293.40	3478.50
E-8	0.00	0.00	0.00	0.00	0.00	2265.60	2330.70	2391.90	2454.00	2519.10	2576.40	2639.70	2794.80	2919.30	3106.50
E-7	1581.90	1707.90	1770.60	1833.00	1895.40	1955.70	2018.40	2081.40	2175.30	2237.10	2298.90	2329.20	2485.50	2609.10	2794.80
E-6	1360.80	1483.50	1545.00	1610.70	1671.30	1731.30	1794.90	1887.30	1946.70	2009.40	2040.00	2040.00	2040.00	2040.00	2040.00
E-5	1194.30	1299.90	1362.90	1422.30	1515.90	1577.70	1639.80	1700.40	1731.30	1731.30	1731.30	1731.30	1731.30	1731.30	1731.30
E-4	1113.60	1176.30	1245.60	1341.60	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70	1394.70
E-3	1049.70	1107.00	1151.10	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70	1196.70
E-2	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10	1010.10
E-1	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90	900.90
E-1 <4	833.40														
Midn	558.04														
Warrant Officer															
W-4	2322.30	2491.80	2491.80	2548.50	2664.60	2781.90	2898.60	3101.40	3245.40	3359.40	3449.40	3560.70	3679.80	3794.40	3966.60
W-3	2110.80	2289.60	2289.60	2319.30	2346.30	2517.90	2664.60	2751.60	2838.90	2923.80	3014.70	3132.30	3245.40	3245.40	3359.40
W-2	1848.60	2000.10	2000.10	2058.30	2170.80	2289.60	2376.60	2463.60	2548.50	2638.20	2724.90	2810.40	2923.80	2923.80	2923.80
W-1	1540.20	1765.80	1765.80	1913.40	2000.10	2085.90	2170.80	2260.20	2346.30	2433.60	2517.90	2608.20	2608.20	2608.20	2608.20
Commissioned Officers															
O-10	7360.20	7619.10	7619.10	7619.10	7619.10	7911.60	7911.60	8349.90	8349.90	8947.20	8947.20	9546.30	9546.30	9546.30	10140.90
O-9	6522.90	6693.90	6836.70	6836.70	6836.70	7010.40	7010.40	7302.00	7302.00	7911.60	7911.60	8349.90	8349.90	8349.90	8947.20
O-8	5908.20	6085.50	6229.80	6229.80	6229.80	6693.90	6693.90	7010.40	7010.40	7302.00	7619.10	7911.60	8106.60	8106.60	8106.60
O-7	4909.20	5243.10	5243.10	5243.10	5478.30	5478.30	5795.70	5795.70	6085.50	6693.90	7154.40	7154.40	7154.40	7154.40	7154.40
O-6	3638.40	3997.50	4259.70	4259.70	4259.70	4259.70	4259.70	4259.70	4404.60	5100.90	5361.30	5478.30	5795.70	5991.60	6285.60
O-5	2910.30	3417.00	3653.40	3653.40	3653.40	3653.40	3763.50	3966.60	4232.40	4549.20	4809.60	4955.70	5128.80	5128.80	5128.80
O-4	2452.80	2987.10	3186.30	3186.30	3245.40	3388.50	3619.80	3823.20	3997.50	4173.30	4287.90	4287.90	4287.90	4287.90	4287.90
O-3	2279.40	2548.50	2724.90	3014.70	3159.00	3272.10	3449.40	3619.80	3708.60	3708.60	3708.60	3708.60	3708.60	3708.60	3708.60
O-2	1987.80	2170.80	2608.20	2695.80	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60	2751.60
O-1	1725.60	1796.10	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80	2170.80
Officers With More Than Four Years Active Duty as Enlisted or Warrant															
O-3E	0.00	0.00	0.00	3014.70	3159.00	3272.10	3449.40	3619.80	3763.50	3763.50	3763.50	3753.50	3763.50	3763.50	3763.50
O-2E	0.00	0.00	0.00	2695.80	2751.60	2838.90	2987.10	3101.40	3186.30	3186.30	3186.30	3186.30	3186.30	3186.30	3186.30
O-1E	0.00	0.00	0.00	2170.80	2319.30	2404.50	2491.80	2578.20	2695.80	2695.80	2695.80	2695.80	2695.80	2695.80	2695.80

Proposed Basic Allowance for Quarters

	Dependents		
	Without		With
	Full	Partial	
E-9	500.40	18.60	659.70
E-8	459.30	15.30	608.10
E-7	392.40	12.00	564.60
E-6	355.20	9.90	521.70
E-5	327.60	8.70	469.20
E-4	285.00	8.10	408.00
E-3	279.60	7.80	379.80
E-2	227.10	7.20	361.50
E-1	202.50	6.90	361.50
W-4	609.30	25.20	687.30
W-3	512.10	20.70	629.70
W-2	454.80	15.90	579.30
W-1	380.70	13.80	501.00
O-10	824.70	50.70	1015.20
O-9	824.70	50.70	1015.20
O-8	824.70	50.70	1015.20
O-7	824.70	50.70	1015.20
O-6	756.60	39.60	914.10
O-5	728.70	33.00	881.10
O-4	675.30	26.70	776.70
O-3	541.20	22.20	642.60
O-2	429.30	17.70	548.70
O-1	361.50	13.20	490.50
O-3E	584.40	22.20	690.60
O-2E	496.80	17.70	623.10
O-1E	427.20	13.20	575.70

ORDER OF PRECEDENCE — U.S. NAVY


MEDAL OF HONOR


NAVY CROSS


DEFENSE DISTINGUISHED SERVICE MEDAL


DISTINGUISHED SERVICE MEDAL


SILVER STAR


DEFENSE SUPERIOR SERVICE MEDAL

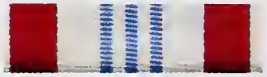

LEGION OF MERIT


DISTINGUISHED FLYING CROSS


NAVY AND MARINE CORPS MEDAL


BRONZE STAR


PURPLE HEART

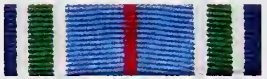

DEFENSE MERITORIOUS SERVICE MEDAL


MERITORIOUS SERVICE MEDAL

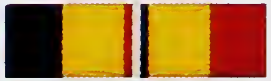

AIR MEDAL


JOINT SERVICE COMMENDATION MEDAL


NAVY/MARINE CORPS COMMENDATION MEDAL


JOINT SERVICE ACHIEVEMENT MEDAL


NAVY/MARINE CORPS ACHIEVEMENT MEDAL


COMBAT ACTION RIBBON


PRESIDENTIAL UNIT CITATION

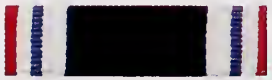

JOINT MERITORIOUS UNIT AWARD


NAVY UNIT COMMENDATION


MERITORIOUS UNIT COMMENDATION



NAVY "E" RIBBON

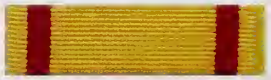

POW MEDAL


GOOD CONDUCT MEDAL


NAVAL RESERVE MERITORIOUS SERVICE MEDAL

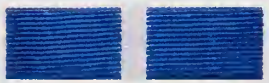

FLEET MARINE FORCE RIBBON


NAVY EXPEDITIONARY MEDAL


CHINA SERVICE MEDAL


NAVY OCCUPATION SERVICE MEDAL


NATIONAL DEFENSE SERVICE MEDAL


KOREAN SERVICE MEDAL

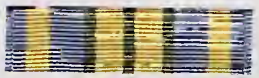

ANTARCTICA SERVICE MEDAL


ARMED FORCES EXPEDITIONARY MEDAL


VIETNAM SERVICE MEDAL


SOUTHWEST ASIA SERVICE MEDAL


HUMANITARIAN SERVICE MEDAL


MILITARY OUTSTANDING VOLUNTEER SERVICE MEDAL

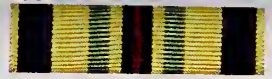

SEA SERVICE DEPLOYMENT RIBBON

NAVY ARCTIC SERVICE RIBBON

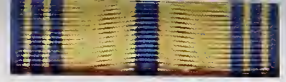
NAVAL RESERVE SEA SERVICE RIBBON



NAVY AND MARINE CORPS OVERSEAS SERVICE RIBBON



NAVY RECRUITING SERVICE RIBBON



ARMED FORCES RESERVE MEDAL



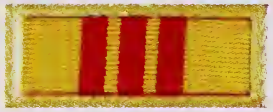
NAVAL RESERVE MEDAL



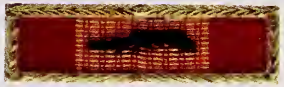
PHILIPPINE PRESIDENTIAL UNIT CITATION



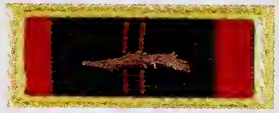
REPUBLIC OF KOREA PRESIDENTIAL UNIT CITATION



REPUBLIC OF VIETNAM PRESIDENTIAL UNIT CITATION



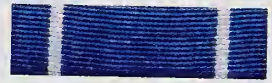
REPUBLIC OF VIETNAM GALLANTRY CROSS UNIT CITATION



REPUBLIC OF VIETNAM CIVIL ACTIONS UNIT CITATION



UNITED NATIONS SERVICE MEDAL



UNITED NATIONS MEDAL



MULTINATIONAL FORCE AND OBSERVERS MEDAL



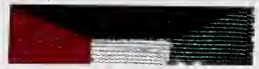
INTER-AMERICAN DEFENSE BOARD MEDAL



REPUBLIC OF VIETNAM CAMPAIGN MEDAL



KUWAIT LIBERATION MEDAL (Kingdom of Saudi Arabia)



KUWAIT LIBERATION MEDAL (KUWAIT)



EXPERT RIFLEMAN MEDAL



EXPERT PISTOL SHOT MEDAL

DEVICES



GOLD STAR
Denotes each subsequent award of the same Navy decoration.



SILVER STAR
Worn in the same manner as the gold star, in lieu of five gold stars.



BRONZE SERVICE STAR
The bronze five-pointed service star represents participation in campaigns or operations, multiple qualification or an additional award to any of the various ribbons on which it is authorized. Also worn to denote first award of the single mission air medal after Nov. 22, 1989.



SILVER SERVICE STAR
Worn in the same manner as the bronze star, but each silver star is worn in lieu of five bronze service stars.



BRONZE OAK LEAF CLUSTER
The bronze oak leaf cluster represents second and subsequent entitlements of awards.



SILVER OAK LEAF CLUSTER
A silver oak leaf cluster is worn for the sixth, 11th, or in lieu of five bronze oak leaf clusters.





WINTERED OVER
For wintering over on the Antarctic continent, a clasp for Antarctica Service Medal, suspension ribbon and a disc for the service ribbon of bronze for first winter, gold for second winter, silver for third winter.



"V" DEVICE
The metallic bronze letter "V" is authorized for acts or service involving direct participation in combat operations.



HOURGLASS
Issued for each succeeding award of the Armed Forces Reserve Medal.



EUROPE AND ASIA CLASPS
Worn on the suspension ribbon of the Navy Occupation Service Medal.



STRIKE/FLIGHT DEVICE
Bronze arabic numeral denotes the total number of strike/flight awards of the Air Medal earned subsequent to April 9, 1962.



FLEET MARINE FORCE COMBAT OPERATIONS INSIGNIA
For Navy personnel attached to fleet Marine force units participating in combat operations.

"M" device not available at press time.

The above display represents the correct order of precedence for ribbons most likely to be worn today on the Navy uniform. Devices worn on these ribbons must be worn in a specific manner and are used to denote additional awards or participation in a specific event. For additional information about the proper order of display, placement of devices or about ribbons not shown, refer to SECNAVINST 1650.1F and U.S. Navy Uniform Regulation (NAVPERS 1566.5G).

Monthly Career Sea Pay Chart

Pay Grade	1 or less	Over 1	Over 2	Over 3	Over 4	Over 5	Over 6	Over 7	Over 8	Over 9	Over 10	Over 11	Over 12	Over 13	Over 14	Over 16	Over 18	Over 20
							Enlisted Members											
E-9	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	520.00		
E-8	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	500.00	520.00	
E-7	100.00	100.00	120.00	175.00	190.00	350.00	350.00	375.00	390.00	400.00	400.00	410.00	420.00	450.00	475.00	500.00		
E-6	100.00	100.00	120.00	150.00	170.00	316.00	325.00	350.00	350.00	365.00	365.00	365.00	380.00	395.00	410.00	425.00	450.00	
E-5	50.00	60.00	120.00	150.00	170.00	316.00	325.00	350.00										
E-4	50.00	60.00	120.00	150.00	160.00													
							Warrant Officers											
W-5	150.00	150.00	150.00	150.00	170.00	290.00	310.00	310.00	310.00	310.00	350.00	375.00	400.00	400.00	450.00	450.00	500.00	
W-4	150.00	150.00	150.00	150.00	170.00	290.00	310.00	310.00	310.00	310.00	350.00	375.00	400.00	400.00	450.00	450.00	500.00	
W-3	150.00	150.00	150.00	150.00	170.00	270.00	280.00	285.00	290.00	310.00	350.00	375.00	400.00	400.00	425.00	450.00	450.00	
W-2	150.00	150.00	150.00	150.00	170.00	260.00	265.00	265.00	270.00	310.00	340.00	340.00	375.00	375.00	400.00			
W-1	130.00	135.00	140.00	150.00	170.00	175.00	200.00	250.00	270.00	300.00	325.00	325.00	340.00	340.00	360.00	375.00		
							Commissioned Officers											
0-6				225.00	230.00	230.00	240.00	255.00	265.00	280.00	290.00	300.00	310.00	310.00	325.00	240.00	265.00	380.00
0-5				225.00	225.00	225.00	230.00	230.00	245.00	250.00	260.00	265.00	265.00	265.00	285.00	300.00	215.00	340.00
0-4				185.00	190.00	200.00	205.00	215.00	220.00	220.00	225.00	225.00	240.00	240.00	270.00	280.00	290.00	300.00
0-3				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	260.00	270.00	280.00	290.00
0-2				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	250.00	260.00	270.00	280.00
0-1				150.00	160.00	185.00	190.00	195.00	205.00	215.00	225.00	225.00	240.00	240.00	250.00	260.00	270.00	280. 00

Source: Defense Finance and Accounting Service

Monthly Submarine Pay Chart

Pay Grade	2 or less	Over 2	Over 3	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 20	Over 22	Over 24	Over 26
								Enlisted Members							
E-9	225.00	225.00	225.00	270.00	295.00	310.00	315.00	330.00	345.00	355.00	355.00	355.00	355.00	355.00	355.00
E-8	225.00	225.00	225.00	250.00	270.00	295.00	310.00	315.00	330.00	330.00	345.00	345.00	345.00	345.00	345.00
E-7	225.00	225.00	225.00	250.00	255.00	265.00	275.00	295.00	310.00						
E-6	155.00	170.00	175.00	215.00	230.00	245.00	255.00	265.00							
E-5	140.00	155.00	155.00	175.00	190.00	195.00									
E-4	80.00	95.00	100.00	170.00	175.00										
E-3	80.00	90.00	95.00	95.00	140.00	90.00									
E-2	75.00	90.00													
E-1	75.00														
								Warrant Officers							
W-1 to W-5	235.00	310.00	310.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00
								Commissioned Officers							
08 to O-10		355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00
O-7	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	355.00	540.00	535.00	535.00	410.00	410.00	355.00
O-6	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00		
O-5	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00	595.00		
O-4	365.00	365.00	365.00	405.00	595.00										
O-3	355.00	365.00	365.00	390.00	595.00										
O-2	235.00	235.00	235.00	235.00	235.00	235.00	355.00								
O-1	175.00	175.00	175.00	175.00	175.00	175.00	355.0								

Source: Defense Finance and Accounting Service

Proposed 1997 Basic Allowance for Subsistance

Enlisted	E-1 < Four Months	All Others
Rations in kind not available	$ 7.65 per day	$ 8.30 per day
On leave or authorized to mess separately	$ 6.79 per day	$ 7.36 per day
Emergency conditions/no govt. mess avail.	$10.16 per day	$10.99 per day

Officers (Includes commissioned, warrants and aviation cadets) $154.16 per month

Aviation Career Incentive Pay

Phase I Years of Aviation Service	Monthly Amount	Phase II Years of Service as an Officer	Monthly Amount
2 or less	$125	Over 18	$585
Over 2	$156	Over 20	$495
Over 3	$188	Over 22	$385
Over 4	$206	Over 25	$250
Over 6	$650		

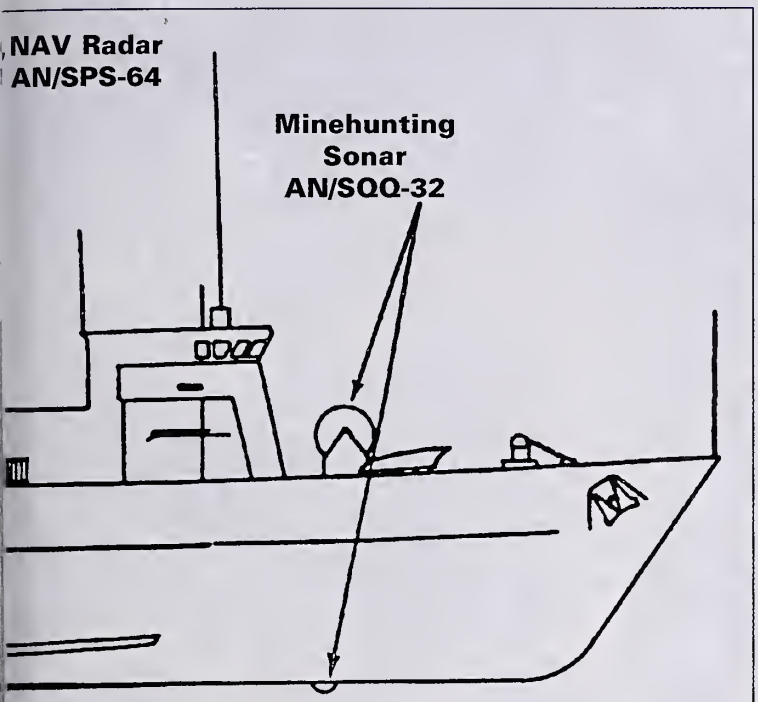
Hazardous Duty Incentive Pay

E-7 to E-9	$200	W-1	$125
E-6	$175	O-7 to O-10	$110
E-5	$150	O-5 to O-6	$250
E-4	$125	O-4	$225
E-1 to E-3	$110	O-3	$175
W-4 to W-5	$250	O-2	$150
W-3	$175	O-1	$125
W-2	$150		

ALL HANDS

SPECIAL PULLOUT

Making the waters safe



CHARACTERISTICS

Propulsion:	Twin Voith-Schneider Propulsors, Diesel Driven
Displacement:	855 long tons (900 tons)
Degaussing	Automatic
Noise Quieting:	Acoustic shielding and cradling for engines and major machinery.

SYSTEMS

AN/BQH-(A):	Environmental Measurement



Photo by Francois Kieschnick

▲ OS2 Douglas McGlothen (front) and OS3 Erik Randall enter the ship's course into NAVC2, a state-of-the-art navigational system in operations. They assist the bridge team in maintaining proper course while transiting in and out of port. The NAVC2 is unique to MHCs and allows for precise maneuvering in minefields. Watchstanders then compensate for wind and current.



Photo by Francois Kieschnick

◄ STG1(SW) Chester Lamb, of Mason City, Neb., and STG2(SW) William T. Andrzejewski, a Toledo, Ohio, native, perform monthly maintenance on the mine neutralization vehicle. The two Sailors are assigned to Mine Countermeasures Rotational Crew Bravo, onboard USS *Champion* (MCM 4).

Sailors make a difference

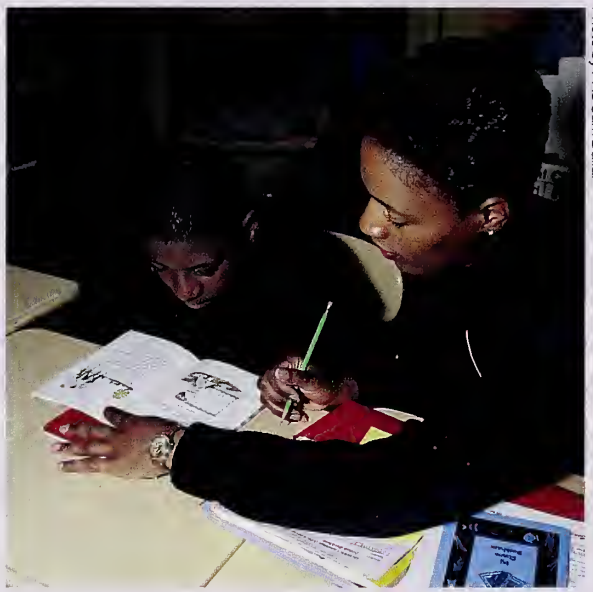


Photo by PH3 Sam Dallal

Washington, D.C. – CTM2 Tamatha P. Dowdy, an Ashboro, N.C., native, helps Simon Beckham of Washington, D.C., with his reading skills.



Every day, Sailors around the world volunteer their time and energy to help make a difference in both their local communities and the communities they visit.

Here are just a few of the many projects that went on worldwide in 1996:

Tucson, Ariz. – Staff and reservists from Navy and Marine Corps Reserve Center Tucson participated in Wheeler Elementary School's annual Health and Safety Fair last spring. As in past years, Navy and Marine Corps volunteers helped organize and support their partnership school's fair with instructions from subject-matter experts on nutrition, home, rifle, environment and the importance of a drug-free society.

Everett, Wash. – Volunteers from NAVSTA Everett and other local area commands collected 37 bags of garbage along a two-mile stretch of Interstate 5 last fall Twenty-four volunteers from the base also donned gardening gloves to plant annual flowers during the city's "Plant the City Beautiful Project" during the summer.

Jacksonville, Fla. – NAS Jacksonville hosted a dedication ceremony opening Patriots' Grove, where 79 historic trees were planted to memorialize Navy Medal of Honor winners. Four Navy Medal of Honor heroes were on hand for the tree planting. Patriots' Grove will be used for retirement ceremonies, reenlistments, changes of command and as a site for school field trips to teach children about American and naval history.

Paxtuxent, Md. – NAS Patuxent River served as host site for this year's Project Graduation, a year-long alcohol awareness education program sponsored by St. Mary's County State's Attorney's Office. The program concludes with a series of alcohol-free parties for graduating seniors, who must sign a sobriety contract to be able to participate. Activities included swimming, volleyball, bowling, skating, dancing and Velcro jumping.

United Arab Emirates – Twenty-three USS *Vicksburg* (CG 69) Sailors distributed *Project Handclasp* supplies to Sharjah City, a school for 300 medically-challenged children in United Arab Emirates. The Sailors also made safety-related repairs to the gymnasium. In another port visit, the crew also handed out materials to the Dubai Handicapped Club and played soccer, volleyball and board games with the residents.

Manila, Philippines – Volunteers from USS *Mahlon S. Tisdale* (FFG 27) and *Germantown* (LSD 42)

round the globe every day



Photo by PHAN John Collins

Acapulco, Mexico – Hundreds of USS *Kitty Hawk* Sailors gave up a day on the beach to build houses, renovate an orphanage and deliver *Project Handclasp* materials to families in Acapulco, Mexico, in October. The carrier spent four days in the Central American port.

presented *Project Humanitarian* medical and hygienic supplies to the "Offering of the Heart" Youth Foundation and the Dr. Jose Reyes Memorial Medical Center last summer during a port visit to Manila. Crew members also delivered boxes of paper and crayons to a local orphanage, where they painted , repaired lighting and installed screens.

Chesapeake, Va. – Fleet Surveillance Support Command, Chesapeake completed a successful school year with its partner in education, Moyock Elementary School. Volunteers helped strengthen the children's skills in language arts, math, science and computer science. Command volunteers also participated in Clean-the-Bay Day and Adopt-A-Spot programs

Pearl Harbor – Naval Intermediate Maintenance Facility Pearl Harbor signed a partnership agreement with Pacific Fleet Submarine Memorial Association last Veteran's Day, pledging to provide maintenance and upkeep to USS *Bowfin* (SS 287) and exhibits at Bowfin Park.

Bataan, Philippines – Sailors from USS *Curts* (FFG 38) distributed *Project Handclasp* materials to Barangay Pastolan, Bataan, Philippines, and repaired a windmill water pump at an elementary school during a port visit last winter this summer.

Norfolk – Surface Warfare Development Group, Norfolk, participated in Bayside Elementary School's annual Fun Fair Carnival. Volunteers helped set up and run game booths and attractions, including a basket auction. The group is an educational partner of Bayside Elementary, and provides individual tutoring to students in math, reading, English and social studies and conducts a "Pal Program" for special needs children. Volunteers also participate in facilitating the "Standing Tall" character education program.

Mexico – Crew members of USS *Constellation* (CV 64) hosted a reception for 300 Mexican and American guests at a ceremony this winter to turn over 115 pallets of medical supplies to the Mexican Red Cross. In 1995, 13 U.S. Navy ships delivered 82 tons of humanitarian material to sWestern Mexico, more than 70 tons to Mazatlan.

Bulgaria – Volunteers from USS *Arthur W. Radford* (DD 968) and Destroyer Squadron 26 delivered *Project Handclasp* material to the Bulgarian Red Cross in Varna, Bulgaria, during a port visit last April. Crew members also painted a classroom and delivered textbooks to the Sunshine School.

In a visit to Odessa, Ukraine, the crew delivered needed supplies to the Little Sun Orphanage for physically and mentally disabled children and Gymnmasia School for gifted middle school students. ⚓



Photo by PHAN John Collins

Acapulco, Mexico – HMCS Jackie Dirosa paints a bannister during a recent renovation project at a Salvation Army orphanage in Acapulco, Mexico.

TRICARE...
Your Military Health Care Plan

What you need to know

Rapidly rising health-care costs and the closure of military bases, along with their hospitals, require that the military look for new ways to provide our health-care benefits. TRICARE is DOD's response to these challenges.

TRICARE is the medical program for active duty members; qualified family members; non-Medicare eligible retirees and their family members; and survivors of all uniformed services. It is designed to expand access to care, assure high quality care, control health-care costs for patients and taxpayers alike and improve medical readiness.

TRICARE is a "managed-care" health care program managed by the military in collaboration with civilian contractors. There are 12 regions, as well as TRICARE Europe and TRICARE Pacific. A military lead agent is responsible for overseeing their region.

TRICARE began in March 1995 in Oregon and Washington and is now being implemented by region. It is expected to be implemented throughout the United States by the end of 1997.

There are three different TRICARE plans from which you can choose: Prime, Extra and Standard, formerly known as CHAMPUS. Each plan has different cost shares and degrees of freedom for choosing your health-care providers. Enrollment is only required for TRICARE Prime. There are no enrollment fees for active-duty families.

Here are some of the frequently asked questions concerning TRICARE:

Why is DOD changing the military health care delivery system?

A few years ago, while having to appropriate more and more money to cover escalating CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) costs, Congress asked DOD to develop a high-quality standard health delivery system that reduced costs to the government and out-of-pocket costs to military health care beneficiaries.

How do the TRICARE health plans work?

TRICARE Prime is similar to a civilian health maintenance organization (HMO), which serves as a central source for all your health needs. Your care will be provided by either a military treatment facility (MTF) or a civilian medical provider, and will be guided by a Primary Care Manager (PCM) — a qualified health care provider or group of providers who supervise your care.

Participation in **TRICARE Extra** does not require enrollment. Individuals retain their freedom to choose any authorized provider. However, if a network provider is used, this option offers a 5% discount from the TRICARE Standard cost shares. There is an annual deductible which must be met before cost sharing begins.

TRICARE Standard is a new name for the traditional Standard CHAMPUS. In this option, individuals pay current CHAMPUS deductibles and cost shares and abide by current CHAMPUS rules.

Who is eligible to join TRICARE Prime?

At this time, only active-duty personnel and CHAMPUS-eligible beneficiaries may take advantage of TRICARE Prime. Medicare-eligible beneficiaries will be offered enrollment should Congress permit the Medicare system to reimburse DOD for the care delivered to them.

I'm an active-duty member. Do I have to visit the TRICARE Service Center to join TRICARE?

No. All active-duty service members will be enrolled in Prime and will continue to receive most of their care from military medical personnel. Enrollment in TRICARE Prime is optional for your family members.

Your healthcare options

I'm not on active duty. What do I have to do to take advantage of the TRICARE program?

When TRICARE is offered at your location, just contact your local TRICARE Service Center staff. They will be happy to assist you with the enrollment process, provide you with a list of physicians in the TRICARE network and explain all aspects of the program to you.

I'm a geographic bachelor and my CHAMPUS - eligible family members don't live near a military installation. Can they join TRICARE Prime?

Yes. TRICARE Prime is offered in many locations, not just at military installations. If it is available in their area, they may enroll there.

If I decide my family should use TRICARE Extra or Standard, can I still join Prime?

Yes! An entire family does not have to belong to the same health-care plan. We understand that each family member has different medical needs and life circumstances. Therefore, you decide which plan is right for each family member.

What if I choose not to participate in TRICARE Prime?

You will retain your eligibility for care in military medical treatment facilities (MTFs) on a space-available basis. It will be more difficult to obtain space-available appointments at the MTFs since PRIME enrollees have priority over non-enrollees. You may still use the TRICARE Service Centers for assistance and referral to the TRICARE network.

If I join TRICARE Prime, what changes can I expect to see?

You will select or be assigned a Primary Care Manager (PCM) when you join. The PCM is a health-care provider who treats most ailments. Every time you need non-emergency medical care, you must contact your PCM.

TRICARE Prime patients say appointments are much easier to get using this system – most receive an appointment within 48 hours. Assistance is available through your local TRICARE Service Center, and there is also a 24-hour toll-free number.(see page 33)

Who can be a Primary Care Manager?

A PCM could be a physician in General or Family Practice, Internal Medicine, Pediatrics or OB/GYN. Nurse Practitioners and Physician Assistants may also be part of the Primary Care Team. Sometimes providers work in groups, and the entire group practice can be designated as your PCM. Your PCM can be either military or civilian. Active-duty members will be assigned to a provider in a military facility whenever possible.

I've always relied on military providers. I'm not sure that I want to see a civilian PCM.

Don't worry. You may not have to see a civilian

What will TRICARE cost?

	TRICARE Prime E1 thru E4	TRICARE Prime E5 and above	TRICARE Extra	TRICARE Standard
Annual deductible	$0	$0	$150 individual $300 family $50/$100 for E-4 and below	
Civilian outpatient visit	$6	$12	15% of negotiated fee	20% of allowable charge
Civilian inpatient admission	$11 per day ($25 minimum)	$11 per day ($25 minimum)	Greater of $25 or $9.90 per day	Greater of $25 or $9.90 per day
Civilian inpatient mental health	$20 per day	$20 per day	$20 per day	$20 per day

"You gotta have friends ..."

In addition to your chain of command, there are many organizations that provide support to Sailors and their families. These groups go an extra mile to enhance the well-being of those people who have served and continue to serve in the sea services of our nation.

The next time you see the folks from these organizations, say, "Thanks, Shipmate!" And while you're at it, make sure you tell other organizations in your area that help the Navy, "Thanks!"

American Legion
1608 K St., N.W.
Washington, DC 20735
(202) 861-2730

American Veterans
4647 Forbes Blvd.
Lanham, MD 20706-9600
(301) 459-9600

Armed Services YMCA
6225 Brandon Ave., Suite 215
Springfield, VA 22150-2510
(703) 866-1260

Association of Naval Aviation
5205 Leesburg Pike, Suite 200
Falls Church, VA 22041
(703) 998-7733

Association of Naval Services Officers
P.O. Box 23552
Washington, DC 20026
(703) 696-4861

Bluejackets Association
6111 Mountain Springs Lane
Clifton, VA 22024-2339
(703) 830-4962

Fleet Reserve Association
125 N. West St.
Alexandria, VA 22314-2734
(703) 683-1400

National Naval Officers Association
CDR Ron Keys
Office of the CNO (N00E), Rm.4B455
Washington, D.C. 20350-2000
(703) 697-8554

Naval Enlisted Reserve Association
6703 Farragut
Falls Church, VA 22042
(703) 534-1329

Naval Order of the United States
4833 Willet Dr.
Annandale, VA 22003-3952
(703) 323-1673 (CAPT Jim Brooke III)
jimbrooke@AOL.COM

Naval Reserve Association
1619 King St.
Alexandria, VA 22314
(703) 548-5800

Naval Submarine League
P.O. Box 1146
Annandale, VA 22003
(703) 256-0891

Navy Club of the USA
37 Park Ave.
Lockport, NY 14094-1306
(716) 433-3357

Navy League of the United States
2300 Wilson Blvd.
Arlington, VA 22201-3308
(703) 528-1775

Navy Memorial Foundation
701 Pennsylvania Ave., N.W., Suite 123
Washington, DC 20004-2608
(202) 737-2300
http://www.lonesailor.org

Navy Mutual Aid Association
Henderson Hall
29 Carpenter Rd.
Arlington, VA 22212
(703) 614-1638 or 1-800-628-6011
http://www.navymutual.org
E-mail: counselor@navymutual.org

Navy-Marine Corps Relief Society
801 N. Randolph St., Suite 1228
Arlington, VA 22203-1978
(703) 696-4904

Navy Wives Clubs of America
Diana Bower
11538 Broad Leaf Dr.
Jacksonville, FL 32225
(904) 645-5845

Non Commissioned Officer Assoc.
225 N. Washington St.
Alexandria, VA 22314
(703) 549-0311

Reserve Officers Association of the United States
One Constitution Ave., N.E.
Washington, DC 20002-5624
(202) 479-2200

The Retired Officers Association
201 N. Washington St.
Alexandria, VA 22314
(703) 549-2311

Surface Navy Association
7205 Burtonwood Drive
Alexandria, VA 22307
(703) 765-7447

USO World Headquarters
Washington Navy Yard, Bldg. 198
901 M St., S.E.
Washington, DC 20374-5096
(202) 610-5700

Women Officers Professional Association
8550 Woodlawn Manor Dr.
Laurel, MD 20724
(703) 433-6642

Veterans of Foreign Wars of the United States
200 Maryland Ave., N.E.
Washington, D.C. 20002
(202) 543-2239

Blues Card: Help is only a question away!

Who do you turn to when you're feeling blue or overwhelmed? Recruit Training Command recently instituted the "Navy Blues Card" program -- a resource for new recruits who may need assistance, but don't know who to turn to.

New recruits aren't the only Sailors who may need help. We've put together a guide of people you can call when you're feeling "blue." Feel free to cut it out and pass it on. We do care about you, and want you to seek help when you're experiencing difficulties. Talk with the people listed below, and you'll be better equipped to face the situation.

The toll-free phone numbers at the bottom of the page are just a few of the resources available to you and your family to answer questions or help you through difficult times.⚓

CUT HERE

In the Dumps? Help is only a question away!

People you can turn to:
Your Chaplain
Your Shipmates
Your LPO
Your Chief
Your Division Officer
Your CO
Your Family

Remember: We do care about you!

FOLD HERE

Do you feel depressed?
- Talk to your family
- Talk to your shipmates
- Ask to see your Chaplain

Are you thinking of hurting yourself?
- Talk to your family
- Talk to your shipmates
- Ask to see your Chaplain

Do you feel harassed?
- Report harassment through your chain of command. You will be taken seriously!
- Call the Navy's toll-free Equal Opportunity/Sexual Harassment Advice Line 1-800-253-0931.

Substance Abuse Hotline
1-800-821-HELP

Navy Family Service Center Line
1-800-372-5463

Casualty Assistance
1-800-368-3202

Victim Assistance
1-888-227-3832

Exceptional Family Member Program
1-800-527-8830

Family Violence Hotline
1-800-222-2000

Child Abuse Hotline
1-800-4-A-CHILD

Center for Diesease Control AIDS Information Hotline
1-800-342-AIDS

Ensuring Leadership Continues



Officer or enlisted, when was the last time you received leadership training? Most of us received our leadership training on-the job. Though there is no substitute for the leadership lessons of experience, senior naval officers and senior enlisted have come to recognize the value of formal leadership training.

From this realization sprang the concept of the Leadership Continuum (LC) to provide consistent, periodic leadership training at all levels. As of this month, LC courses have replaced all the old Navy Leadership Development Program (NAVLEAD) courses. CNET, in coordination with BUPERS, resource sponsors, fleet CINCs and the MCPON developed this series of eight courses that provide a career building block approach for delivering intense leadership training at key career points.

The CNO established a board of visitors to oversee the development and on-going implementation of LC courses. This group is headed by VADM P. A. Tracey (CNET) and consists of the MCPON and 12 flag and senior officers representing all officer communities within the Navy.

The CNO's guidance for the continuum was that it consist of hard hitting, Navy developed courses that are fleet relevant and skills based. He also wanted the courses to provide "just-in-time" training. Therefore, there is a course aimed at each leadership milestone in a Sailor's career, from second class petty officer to commanding officer.

Attendance at appropriate LC courses is mandatory for all hands at specific career milestones. Sailors will attend LC courses upon advancement to E-5, E-6, CPO and CMC/COB. Successful completion is required prior to recommendation for advancement to the next pay grade.

There will be a two-year grandfathering period (from the Navywide on line date) for attending the course for the current pay grade. This ensures individuals who are currently eligible and recommended for advancement will have time to attend the required to course. Officers will attend enroute to PCS leadership tours.⚓

Information provided by the Chief, Naval Education and Training, public affairs office.

Leadership Continuum Courses

E-5 Leadership Course – Pilot course in August 1996, on line October 1996.

E-6 Leadership Course – Pilot course in August 1996, on line October 1996.

CPO Leadership Course – Pilot course in March 1996, on line since June 1996.

Command Master Chief and Chief of the Boat Leadership Course – Integrated into the nine week Senior Enlisted Academy training in January 1996 as a single-site course taught in Newport, R.I.

Basic Officer Leadership Course – Pilot course in September 1996, on line December 1996. Target audience is officers enroute to assigned Division Officer or Branch Officer (first duty assignment) positions (approximately Year Group + 0-2 years).

Intermediate Officer Leadership Course – Piloted in March 1996, On line September 1996. Target audience is officers enroute to department head positions (or second sea tour for aviators) (approximately Year Group + 7-9 years).

Advanced Officer Leadership Course – Pilot in December 1996 and on line this month. Target audience is officers enroute to Executive Officer, Aviation Department Head and other equivalent of 0-4 leadership positions (approximately Year Group + 12-13 years). For Executive Officers, this course will be taught in Newport, R.I. For aviation department heads and other advanced officers, the course will be taught at the NLTUs and on Mobile Training Team (MTT) visits.

Command Leadership Course – This course has been on line since May 1995. Target audience is commanders and captains enroute to their first command (includes aviation PXOs).

Education

Higher learning is part of your Navy career

Higher education is vital to every Sailor's career. The Navy provides numerous programs to help Sailors achieve their educational goals, whether it's earning a journeyman certificate or a college degree.

Sailors benefit from fulfilling educational goals because it increases their promotion potential in the Navy, as well as prepares them for a smoother transition into a career outside the service.

The Navy's goal is making education accessible to all Sailors through a variety of programs. Your Navy Campus specialist has details on these programs.



U.S. Navy photo

Tuition Assistance (TA)

TA is available to all active-duty Sailors. The Navy pays 75 percent of all tuition costs for all officers and enlisted, subject to some constraints.

Service member Opportunity Colleges, Navy (SOCNAV)

SOCNAV is a consortium of more than 60 colleges and universities that have agreed to reasonable transfer of credit and limited residency requirements for military students.

Sailors can work toward a degree through a SOCNAV-2 or SOCNAV-4 college, no matter where they are located, and not have to worry about their credits transferring.

Program for Afloat College Education (PACE)

PACE makes it possible for personnel at sea or at remote locations to go to college. When ships can accommodate an instructor, courses can beheld while the ship is underway. For those units that connot provide instructor berthing, courses are delivered electronically through an interactive microcomputer. College, precollege and academic skills courses can be provided in both instructor and electronic formats with PACE.

Broadened Opportunity for Officer Selection and Training (BOOST)

BOOST is a college prep program that helps enlisted selectees improve their academic skills to pursue a baccalaureate degree and a commission through NROTC or the Naval Academy.

Contact your career counselor and check OPNAVNOTE 1500 or write the BOOST program manager at Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information.

Enlisted Education Advancement Program (EEAP)

EEAP offers career-motivated Sailors the opportunity to pursue a course of study at any accredited college or university.

EEAP allows Sailors to complete their associate or baccalaureate degree requirements, and receive full pay and allowances (less proficiency pay), but must pay all costs for tuition, books and other fees themselves. Selectees incur six years of obligated service.

OPNAVNOTE 1510 has further details on EEAP.

Enlisted Commissioning Program (ECP)

ECP provides active-duty Sailors and naval reservists who have previously earned college credit an opportunity to earn a regular commission.

Interested persons should see their career counselor and check OPNAVNOTE 1530 or contact the Enlisted Commissioning Program Manager, Chief of Naval Education and Training, NAS Pensacola, Fla. 32508-5100 for additional information. ⚓

Rank insignia

Rank Insignia of Navy Commissioned Officers

Paygrade/Rank		Caps, shoulder, collar	Shoulder boards	Sleeve
O-1	Ensign	gold		
O-2	Lieutenant Junior Grade	silver		
O-3	Lieutenant	silver		
O-4	Lieutenant Commander	gold		
O-5	Commander	silver		
O-6	Captain	silver		
O-7	Rear Admiral (Lower Half)	silver		
O-8	Rear Admiral (Upper Half)	silver		
O-9	Vice Admiral	silver		
O-10	Admiral	silver		
O-11	Fleet Admiral	silver		

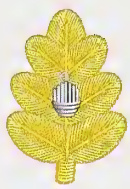
Line / Staff / Warrant Officer Corps Devices



Line



Supply Corps



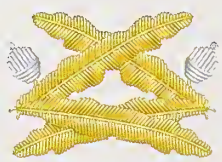
Medical Corps



Christian Chaplain



Jewish Chaplain



Civil Engineer



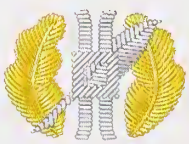
Dental Corps



Medical Service Corps



Nurse Corps



Law Community



Judge Advocate General Corps



Boatswain



Ordnance Technician



Ship's Clerk

*Muslim Chaplain Device not shown.
Band Leader Device not shown.

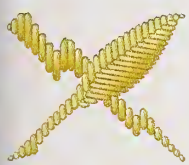
Rank Insignia of Navy Warrant Officers

Paygrade/Rank	Caps, shoulder, collar	Shoulder boards	Sleeve
W-1 Chief Warrant Officer			
W-2 Chief Warrant Officer			
W-3 Chief Warrant Officer			
W-4 Chief Warrant Officer			

Rank Insignia of Navy Enlisted

Paygrade/Rank	Hat and collar	Sleeve
E-1 Seaman Recruit		
E-2 Seaman Apprentice		
E-3 Seaman		
E-4 Petty Officer Third Class		
E-5 Petty Officer Second Class		
E-6 Petty Officer First Class		
E-7 Chief Petty Officer		
E-8 Senior Chief Petty Officer		
E-9 Master Chief Petty Officer		
E-9 Master Chief Petty Officer Of The Navy		

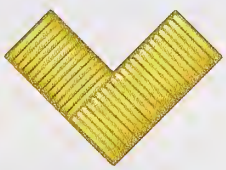
Line / Staff / Warrant Officer Corps Devices



Cryptologic Technician



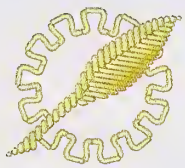
Engineering/ Nuclear Power Technician



Repair Technician



Security Technician



Data Processing Technician



Diving Officer



Air Traffic Control Technician



Aerographer



Aviation Boatswain



Aviation Electronics Technician



Aviation Ordnance Technician

NAVY TEAM

Active Duty:
406,900

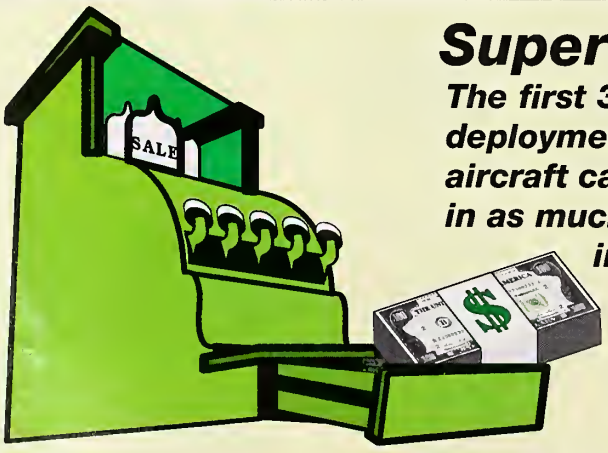


Naval Reserve:
95,941



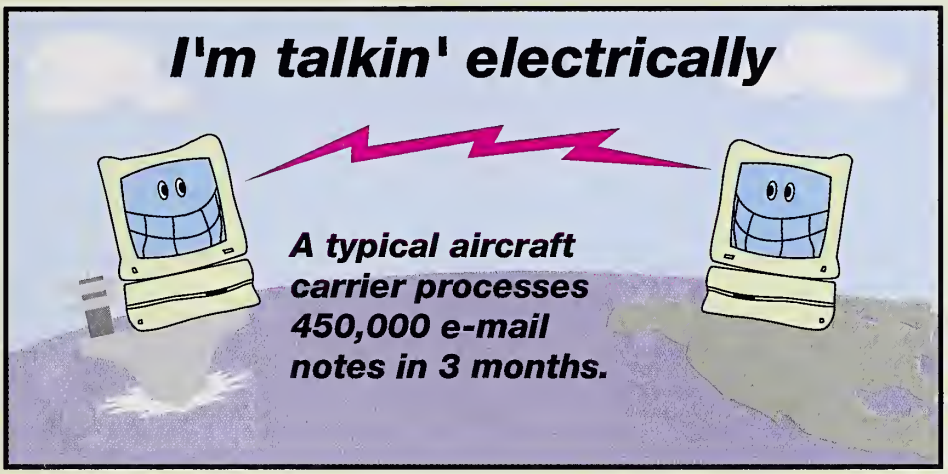
Civilian Personnel:
226,632

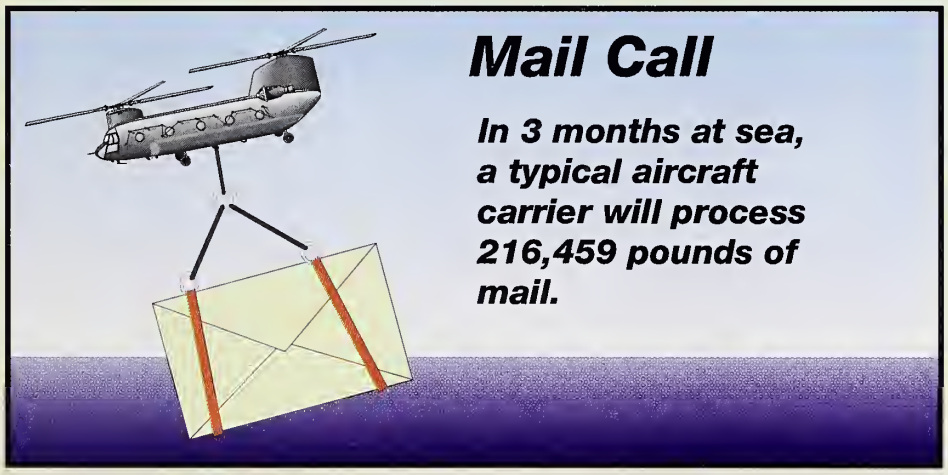


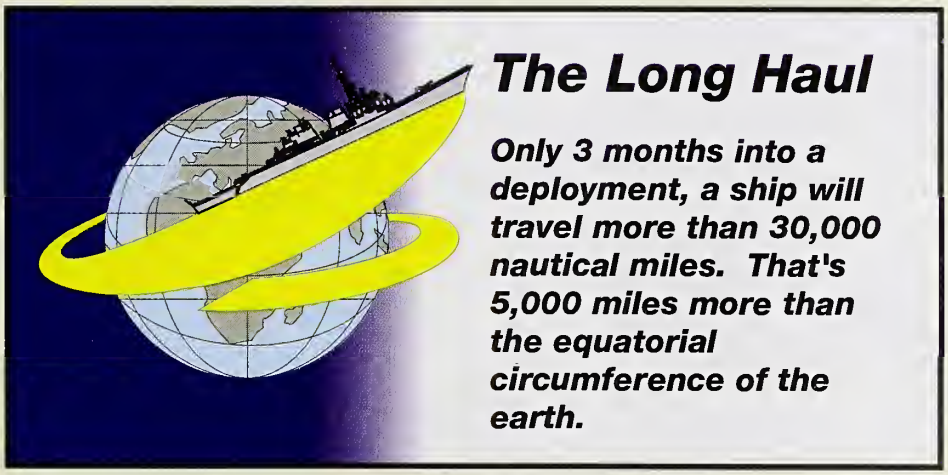


Super Sales

The first 3 months of deployment a typical aircraft carrier will bring in as much as $1,193,082 in ship stores retail sales.


I'm talkin' electrically
A typical aircraft carrier processes 450,000 e-mail notes in 3 months.


Mail Call
In 3 months at sea, a typical aircraft carrier will process 216,459 pounds of mail.


The Long Haul
Only 3 months into a deployment, a ship will travel more than 30,000 nautical miles. That's 5,000 miles more than the equatorial circumference of the earth.

Navy Enlisted Ratings

General Seamanship



BM
Boatswain's Mate



SM
Signalman

Ships Operations



OS
Operations Specialist



QM
Quartermaster

Marine Engineering



BT
Boiler Technician



EM
Electrician's Mate



EN
Engineman



GS
Gas Turbine System Technician
(used at pay grade E-9 only)
GSE (Electrical)
GSM (Mechanical)



IC
Interior Communications Electrician



MM
Machinist's Mate

Ship's Maintenance



HT
Hull Maintenance Technician



IM
Instrumentman



MR
Machinery Repairman



ML
Molder



OM
Opticalman



PM
Patternmaker



DC
Damage Controlman

Aviation Maintenance/ Weapons



PR
Aircrew Survival Equipmentman



AE
Aviation Electrician's Mate



AT
Aviation Electronics Technician



AD
Aviation Machinist's Mate



AZ
Aviation Maintenance Administrationman



AO
Aviation Ordnanceman



AM
Aviation Structural Mechanic
(used at paygrade E-8 only)
AME (Safety Equipment)
AMH (Hydraulics)
AMS (Structures)

Aviation Ground Support



AB
Aviation Boatswain's Mate
(used at pay grade E-9 only)
ABE (Launching and Recovery Equipment)
ABF (Fuels)
ABH (Aircraft Handling)



AS
Aviation Support Equipment Technician

Air Traffic Control



AC
Air Traffic Controller

Weapons Control



ET
Electronics Technician



FC
Fire Controlman



FT
Fire Control Technician

Ordnance Systems



GM
Gunner's Mate
(used at pay grade E-7 and above)
GMG (Guns)
GMM (Missiles)



MN
Mineman



MT
Missile Technician



TM
Torpedoman's Mate

Sensor Operations



EW
Electronics Warfare Technician



OT
Ocean Systems Technician
(used at paygrade E-9 only)
OTA (Analyst)
OTM (Maintainer)



ST
Sonar Technician
STG (Surface)
STS (Submarine)

Data Systems



DP
Data Processing Technician



DS
Data Systems Technician

Construction



BU
Builder
(becomes CUCM at pay grade E-9)



CE
Construction Electrician
(becomes UCCM at pay grade E-9)



CM
Construction Mechanic
(becomes EQCM at pay grade E-9)



EA
Engineering Aide
(becomes CUCM at pay grade E-9)



EO
Equipment Operator
(becomes EQCM at pay grade E-9)



SW
Steelworker
(becomes CUCM at pay grade E-9)



UT
Utilitiesman
(becomes UCCM at pay grade E-9)

Health Care

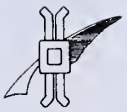


DT
Dental Technician



HM
Hospital Corpsman

Administration



LN
Legalman



NC
Navy Counselor



PN
Personnelman



PC
Postal Clerk



YN
Yeoman



RP
Religious Program Specialist

Logistics



AK
Aviation Storekeeper



DK
Disbursing Clerk



MS
Mess Management Specialist



SH
Ship's Serviceman



SK
Storekeeper

Media



DM
Illustrator Draftsman



JO
Journalist



LI
Lithographer



PH
Photographer's Mate

Musician



MU
Musician

Master-at-Arms



MA
Master-at-Arms

Cryptology



CT
Cryptologic Technician
CTA (Administrative)
CTI (Interpretive)
CTM (Maintenance)
CTO (Communications)
CTR (Collection)
CTT (Technical)

Communications



RM
Radioman

Intelligence



IS
Intelligence Specialist

Meteorology



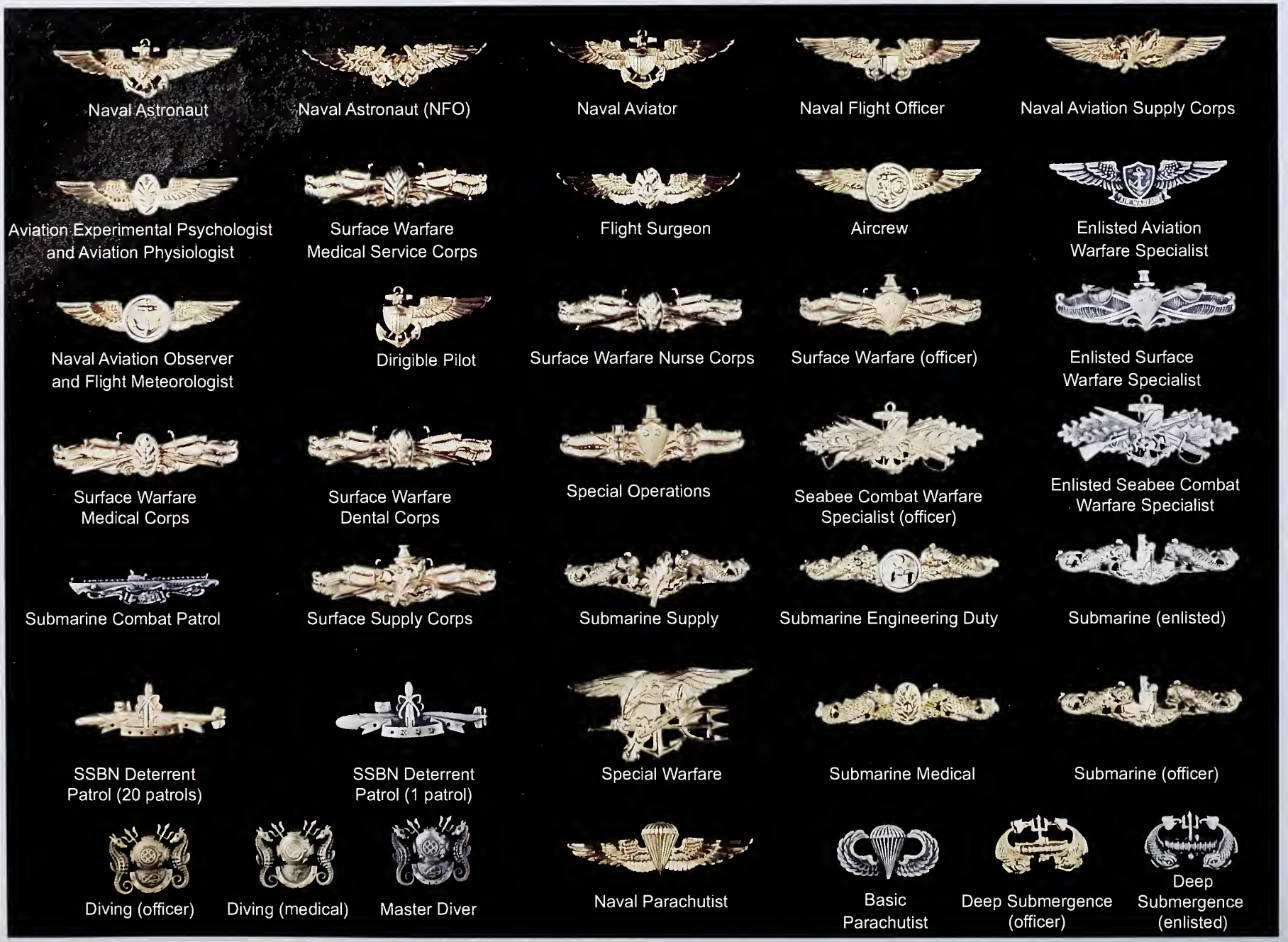
AG
Aerographer's Mate

Aviation Sensor Operations



AW
Aviation Systems Warfare Operator

Insignia and Badges





First Class Diver



Second Class Diver



Scuba Diver



Explosive Ordnance Disposal



Senior Explosive OrdnanceDisposal



Master Explosive Ordnance Disposal



Integrated Undersea Surveillance System (enlisted)



Integrated Undersea Surveillance System (officer)



Command-at-Sea



Command Ashore/ Project Manager



Small Craft (officer)



Small Craft (enlisted)



Presidential Service Badge



Vice Presidential Service Badge



Craftmaster



Office of the Secretary of Defense



Joint Chiefs of Staff



Career Counselor



Recruiting Command



Recruiting Command for Excellence



Recruit Company Commander



U.S. Navy Police (officer)



U.S. Navy Police (enlisted)



U.S. Navy Security



U.S. Navy Guard



U.S. Navy Corrections



U.S Navy Master-at-Arms

The Navy has as its core values Honor, Courage and Commitment. These qualities are the foundation upon which our strength is based and victory is achieved. Our core values will carry us into the 21st century.

For more than 200 years, we have stood ready to protect our nation and our freedom. We are ready to carry out any mission; deter conflict around the globe and, when called upon, to fight and be victorious.



Honor

"I would lay down my life for America, but I cannot trifle with my honor."
–John Paul Jones:
4 September 1777

I will:
abide by an uncompromising code of integrity, taking full responsibility for my actions and keeping my word.
conduct myself in the highest ehtical manner inrelationships with seniors; peers and subordinates.
be honest and truthful in my dealings within and outside the Department of the Navy.
fulfilll my legal and ethical responsibilities in my public and personal life.

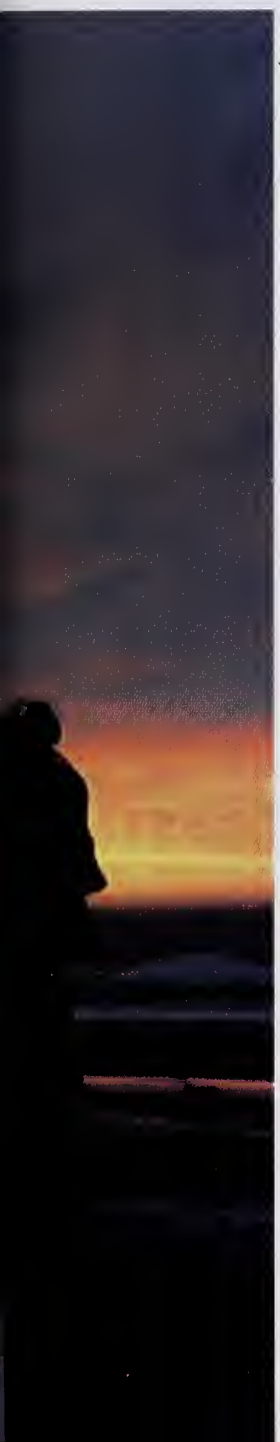


Photo by Mike Corrado

Courage

"One man with courage makes a majority."
–Andrew Jackson (1767-1845)

I will:
have the courage to meet the demands of my profession and the mission entrusted to me.
make decisions and act in the best interest of the Department of the Navy and the nation, without regard to personal consequences.
overcome all challenges while adhering to the highest standards of personal conduct and decency.
be loyal to my nation by ensuring the resources entrusted to me are used in an honest, careful and efficient way.

Commitment

"I only regret that I have but one life to lose for my country."
–Nathan Hale:
22 September 1776

I will:
foster respect up and down the chain of command.
care for the professional, personal and spiritual well-being of my people.
show respect toward all people without regard to race, religion or gender.
exhibit the highest degree of moral character, professional excellence, quality and competence in all that I do.

Getting off active duty? Serve your country in the Naval Reserve



Photo by PH1 Dolores L. Anglin

While serving your country in the Naval Reserve you can be building a retirement that will benefit you and your family — not to mention earning a good part-time income. You'll also qualify for low-cost life insurance. If you want to pursue a college education, you may be eligible for the Montgomery GI Bill to help with tuition costs. You and your family will be able to shop at commissaries and exchanges and most importantly, you will feel the pride of being a part of the Navy organization that helps keep our country free. All it will take is one weekend a month at a Naval Reserve activity near your home, and two weeks each year away from home. You may be able to enter at the grade you held when you left active duty.

The Naval Reserve has several exciting programs any one of which you may qualify for. Often the skills you have gained while serving on active duty are in great demand in the Naval Reserve. The Naval Reserve also has a program which allows you to enlist into a rating which is presently undermanned, offering you totally new experiences and more advancement opportunities than may be available in your former rating.

To find out more about what the Naval Reserve can do for you or to see if you qualify, contact 1-800-USA-USNR. To talk to a local Naval Reserve recruiter check the white pages of area telephone books or the blue pages in larger metropolitan area phone books under "United States Government, Recruiting, Naval Reserve." You may also visit our worldwide web site at http://www.navy-reserve-jobs.com. Contained within this home page is a search function which will help you to locate the Naval Reserve recruiter in your immediate vicinity. ⚓

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YOUR CAREER IS OUR JOB.

Your *Command Career Information Team* has only one purpose in mind. To help you realize your full career potential. One of the ways we can do that is to direct you to the Professional Development Board, created to help you move into positions with greater responsibility. After an interview with the board, you'll get advice about your selected career path. You'll also find out about training programs that can lead to greater opportunities for advancement and a bigger paycheck. For additional information about other programs and opportunities that are available to you call 1-800-FOR-NAVY. See how far your career can go. Meet with a member of the Team today.

NAVY

YOU AND THE NAVY.
FULL SPEED AHEAD.

"When word of crisis breaks out in Washington, it's no accident that the first question that comes to everyone's lips is; where's the nearest carrier?"

—President Bill Clinton

San Diego-bound *McClusky* comes to the aid of Cuban

U.S. bolstering its military presence in Persian Gulf

Military exercises are taking place after two terrorist blasts. Iran calls the maneuvers "provocative acts."

America has the best damn Navy in the world, and no one should ever forget that."

—William Perry
Secretary of Defense

U.S. Warplanes Patrol Wider 'No-Fly' Zone

Gettysburg, Enterprise carry message for Saddam

This is almost a Navy war, in which they're really proving the capability of both carrier-borne aircraft and those Tomahawks to move up only 200 miles away — not a thousand miles away, but 200 miles away — up to the key part of Banja Luka and hit the Serbs where they really hurt.

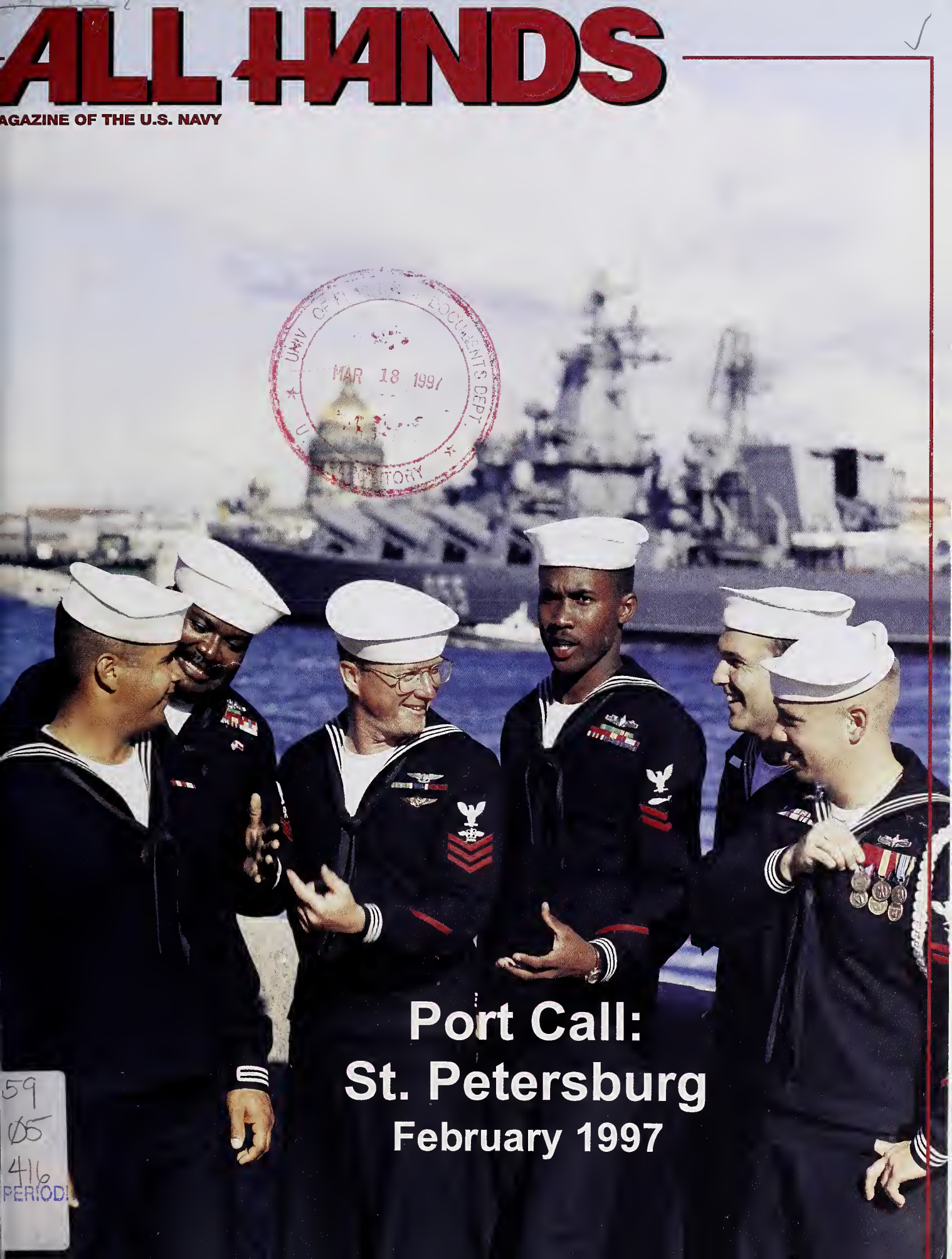
—Robert Gaskin
Col. USAF (Ret.)
CNN Military Analyst

Navy carrier Washington readies for Bosnian missio

ALL HANDS

MAGAZINE OF THE U.S. NAVY

UNIV OF FLORIDA DOCUMENTS DEPT.
MAR 18 1997
GAINESVILLE, FLORIDA



Port Call: St. Petersburg

February 1997

59
05
416
PERIODI

Any day in the Navy 1997

May 8, 1997, is just like any other Navy day. That's why it's so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1997 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy, and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles. Don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.

Photos must be shot during the 24-hour period of May 8. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and cutline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of indentifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at *All Hands* by May 30, 1997. Photos will not be returned.



Photo by PHC C. Harris

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Photocopy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

_____

_____

Photograph:

Time photograph was shot: _____

Caption (what the photo depicts): _____

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People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns):

_____

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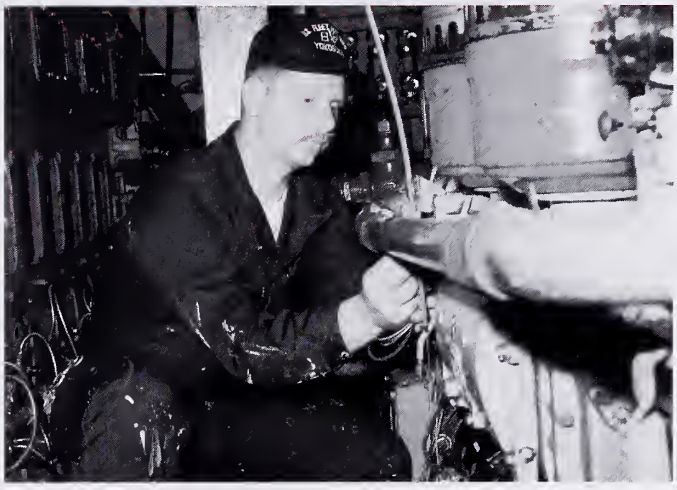
ALL HANDS

February

Number 958



PAGE 18



PAGE 4

Features

4 A look at Navy ratings
Looking to change rates? Striking for a rate? Here's a complete list of the "jobs" available for enlisted Sailors.

18 'You'll never do the same thing twice'
The history of one of the original Navy rates ... the boatswain's mate.

21 Mail call ...
Postal clerks don't just deliver the mail!

24 Happy Birthday!
Sailors help the Russians celebrate their navy's 300th anniversary.

28 Don't drink & drive
Mock DUI accident gets the message out.

On the Cover

Front cover: Sailors aboard USS *Samuel Eliot Morison* (FFG 13) helped the Russians celebrate their navy's 300th anniversary in St. Petersburg. Photo by JO1 Daniel Charles Ross.

30 *Blue Ridge* Sailors 'carry' on a Japanese tradition
Ship's Sailors participate for 5th year in local festival's parade.

32 Seabee builds music from pallets
Chief builder creates fiddles for friends and recycles, too.

33 Tax time!
The 1996 filing deadline is just around the corner ... Are you ready?

38 Chief Warrant Officer spurns cancer diagnosis limitations
CWO4 J. Michael Thomson finds every day wonderful and new.

40 Sailors sail toward degrees
PACE allows Sailors to go to college while deployed at sea.

Columns

2 Charthouse
42 Around the Fleet
48 Shipmates

Charthouse

CNO says Navy ideally suited as force of choice for future

"We do not need to reinvent the Navy in response to the Quadrennial Defense Review (QDR)," wrote ADM Jay Johnson, Chief of Naval Operations, in a message to all Navy flag officers. "We are, and will continue to be, highly relevant; have the correct vision and appropriate force structure, modernization and infrastructure to meet the nation's defense strategy."

Johnson sent the message in preparation for the QDR, a comprehensive examination of defense strategy, force structure, modernization plans, infrastructure and other issues. Congress, in the FY97 Defense Authorization Act, directed DOD to conduct a QDR every four years, with the first report due May 15.

"The Navy/Marine Corps team makes valuable contributions," Johnson wrote. "Our forward-deployed forces serve as our principal means of peacetime engagement, conflict prevention/deterrence and crisis response keeping our nation from war."

The CNO also said the Navy remains committed to the concepts developed in "Forward ... From the Sea," which details the Navy's operational philosophies in the post-Cold War world.

These philosophies represent a shift from a "blue water" Navy environment to one which focuses on landward influence in the littoral regions of the world. ⚓

TRI
Your Military

Claims processor changes name

AdminaStar Defense Services, the contractor who processes TRICARE standard (CHAMPUS) claims for many northeastern states, changed its name recently and is now known as the Unisys Corporation — Health Information Management Service Center or "Unisys" for short.

Unisys processes TRICARE Standard (CHAMPUS) claims for

CNO Career Information Team Schedule

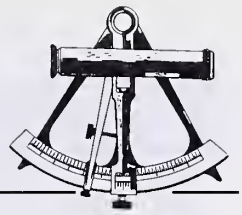
The CNO Career Information Team (CIT) continues its FY97 visit schedule for discussion and feedback.

Chartered 18 years ago, the CIT provides the latest information about personnel policy and retention initiatives to the fleet and reports the concerns of fleet Sailors to Navy leadership.

The Team visits 11 Navy areas throughout the year, and all hands are encouraged to attend the briefings. The team will conduct focus group discussions with personnel who are voluntarily separating from active duty before they are eligible to retire. ⚓

Feb. 10-14	**Southern California**
March 24-26	**Southeast United States**
Apr. 21-25	**Hampton Roads, Va.**
May 19-23	**Caribbean**
June 16-20	**Central United States**
July 14-31	**Europe and Middle East**
Aug. 11-15	**Northern California and Nevada**
Sept. 15-19	**Northeast United States**

Remote shore or afloat commands who wish to receive the team brief should contact PERS 206 at DSN 224 5512/5513 or (703) 614-5512/13.



ARE...

Care Plan

Connecticut, Delaware, Illinois, Indiana, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont.

TRICARE price drops

TRICARE Prime has dropped its $5 processing fee for families who pay their annual enrollment fees in quarterly payments.

The Defense Authorization Act for FY96, Section 713, specifies that the annual enrollment fee for TRICARE Prime (TRICARE's HMO-type health care option) may be paid quarterly, "without imposing additional costs on covered beneficiaries."

TRICARE Europe enrollment on track

Naval medical treatment facilities throughout Europe are working to ensure complete enrollment in TRICARE Europe Prime for active-duty military and their family members.

"All of the Navy medical facilities in Europe are currently on track with active-duty and family-member enrollment," said LT Hugh Cox, TRICARE programs officer for the U.S. Navy in Europe.

"Enrollment in TRICARE Europe Prime is the way to go as it preserves the benefits enjoyed under the CHAMPUS Demonstration Project. I would urge family members to attend a TRICARE briefing, not only to help them understand the various components of the TRICARE Europe program, but also to prepare them for the eventual transition back to CONUS where they will be faced with similar decisions regarding their health care benefit." ⚓

New program allows nonvets to join Naval Reserve Force

A new Selected Reserve program — the Accelerated Initial Accession (AIA) Program — allows nonprior service personnel to enlist at a permanent pay grade of E-2, with a temporary pay grade of E-3.

Applicants must enlist for a minimum of eight years, and the AIA Program requires no boot camp.

Recruiting begins immediately, using existing airman, fireman and seaman vacancies. You must be a high school graduate or have earned a General Equivalency Diploma (GED) and be between the ages of 26 and 36 (not having reached the 37th birthday). To be designated permanently in pay grade E-3, personnel must complete Navy correspondence courses specific to their naval specialty and meet other requirements within 24 months.

For more information, call toll-free 1-800-872-8767. ⚓

Reservists can get income insurance for involuntary recall

Congress approved a voluntary income insurance program in the Defense Authorization Act of 1996, under which Reservists can receive between $500 and $5,000 a month if they are involuntarily recalled for a period of 31 days or more. Premiums are $12.20 a month for each $1,000 per month of insurance coverage and can be deducted monthly from the service members' checking account or paid quarterly to Defense Finance and Accounting Service, (DFAS) Cleveland.

Benefits will be paid for up to one year, or a maximum of 12 months out of any 18-month calendar period. Under current law, Reservists are offered one opportunity to enroll in the program and to select the level of coverage. However, Congress is already considering an amendment whereby certain inactive Reservists who declined coverage and then transferred to a drilling unit may receive another opportunity to enroll.

For more information, Selected Reservists (SELRES) may contact their servicing personnel office, or call Commander Naval Reserve Force, Code N12 at DSN 678-1300 or (504) 678-1300. Members of the IRR may call 1-800-535-2699. ⚓

Rating Roundup

Story compiled by JO2 Jeremy Allen

With today's Navy changing in so many ways, it's hard to keep track of all the jobs available to Sailors. To make this a little bit easier, *All Hands* has compiled a list of Navy enlisted ratings to help undesignated Sailors choose a career, and to provide a source for Sailors who are thinking of cross-rating.

The Navy has 21 occupational fields that make up the 68 enlisted Navy ratings. These are the most current ratings as of this month.

Editor's Note: ***The BT, DP and WT ratings have been phased out.***

General Seamanship



U.S. Navy photo

Boatswain's Mate (BM): BMs train and supervise personnel in all activities relating to marlinspike, deck and boat seamanship, and the maintenance of the ship's external structure and deck equipment. They act as petty officers in charge of small craft and may perform duties as master-at-arms, serve in or take charge of gun crews and damage control parties.



Signalman (SM): SMs send and receive various visual messages, handle and route message traffic, operate voice radio and repair visual signaling devices. They also render honors to ships and boats and serve as navigators.

Ship's Operations



Quartermaster (QM): QMs assist the navigator and officer of the deck (OOD), steer the ship, take radar bearings and ranges, make depth soundings and celestial observations, plot courses and command small craft. Additionally, they maintain charts, navigational aids and oceanographic publications and records for the ship's log.

Operation Specialist (OS): OSs operate radar, navigation and communications equipment in shipboard combat information centers (CICs) or bridges. They detect and track ships, planes and missiles. They also operate and maintain identification friend or foe (IFF) systems, electronic countermeasures (ECM) equipment and radio-telephones.

Ship's Maintenance



Photo by PH2 Rodger Anderson

Instrumentman (IM): The Navy uses many meters, gauges, watches and clocks, typewriters, adding machines and other office machines. Repairing, adjusting and reconditioning them is an IM's job. IMs also repair mechanical parts of electronic instruments and are often called upon to manufacture parts, such as bushings, stems, jewel settings, mainsprings and spring hooks.

Hull Maintenance Technician (HT): HTs are responsible for maintaining ships' hulls, fittings, piping systems and machinery. They install and maintain shipboard and shore based plumbing and piping systems. They also look after a vessel's safety and survival equipment and perform many tasks related to damage control.

Machinery Repairman (MR): MRs are skilled machine tool operators. They make replacement parts and repair or overhaul a ship's engine auxiliary equipment, such as evaporators, air compressors and pumps. They repair deck equipment, including winches and hoists, condensers and heat exchange devices. Shipboard MRs frequently operate main propulsion machinery, besides performing machine shop and repair duties.

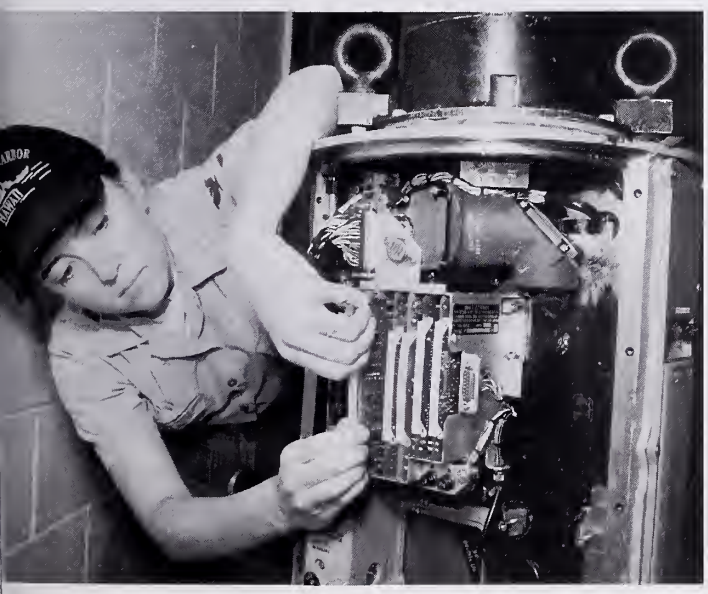


Photo by PH1 Gregory G. Hilton

Opticalman (OM): OMs perform organizational and intermediate level maintenance on small navigational instruments, binoculars, night-vision sights, range finders, turret and submarine periscopes and other optical instruments. OMs must be able to perform close, exact and painstaking work and possess high mechanical aptitude.

Molder (ML): MLs make molds, cores and rig flasks. They make castings of ferrous and nonferrous metals, alloys and plastics for the repair of ships, guns and other machined equipment. MLs identify metals and alloys, heat-treat them and test them for hardness. They operate the furnaces used to melt metals for castings and use a variety of special hand and power tools.

Ship's Maintenance



Damage Controlman (DC): DCs perform the work necessary for damage control, ship stability, fire-fighting and chemical, biological and radiological(CBR) warfare defense. They instruct personnel in damage control and CBR defense and repair damage-control equipment and systems.

Patternmaker (PM): The PM is an important link between the draftsmen who make the drawings, and the molders in a Navy foundry, who produce the castings. PMs make patterns in wood, plaster or metal using drafting, carpentry and metal-working skills while using shop mathematics.

Aviation Maintenance/Weapons



Photo by PH1(AW) Gary L. Reinhart

Aircrew Survival Equipmentman (PR): Parachutes are the lifesaving equipment of aircrewmen when they have to bail out. In time of disaster, a parachute may also be the only means of delivering badly needed medicines, goods and other supplies to isolated victims. PRs must pack and care for parachutes, as well as service, maintain and repair flight clothing, rubber life rafts, life jackets, oxygen-breathing apparatus, protective clothing and air-sea rescue equipment.

Aviation Electrician's Mate (AE): AEs maintain, adjust and repair aircraft electrical power generating and converting systems; lighting, control and indicating systems; and can install and maintain wiring and flight and engine instrument systems.

Aviation Electronics Technician (AT): Modern aircraft depend on radio, radar and other electronic devices for rapid communications, effective navigation, controlled landing approaches and neutralizing enemy equipment and tactics. ATs are responsible for the test, maintenance and repair of this equipment.

Aviation Maintenance/Weapons

Aviation Ordnanceman (AO): Navy planes carry guns, bombs, torpedoes, rockets and missiles to attack the enemy on the sea, under the sea, in the air and on land. AOs maintain, repair, install, operate and handle aviation ordnance equipment. Their duties also include the handling, stowing, issuing and loading of munitions and small arms.



Photo by PH1 Donald E. Bray

Aviation Maintenance Administrationman (AZ): The many clerical, administrative and managerial duties necessary to keep aircraft maintenance activities running smoothly are handled by the AZs. They plan, schedule and coordinate the maintenance workload, including inspections and modifications to aircraft and equipment.

Aviation Structural Mechanic (AM): AMs maintain and repair aircraft parts(wings, fuselage, tail, control surfaces, landing gear and attending mechanisms) working with metals, alloys and plastics. They also maintain and repair safety equipment and hydraulic systems.

Aviation Machinist's Mate (AD): Usually, ADs are assigned to billets concerned with maintaining turbo-jet aircraft engines and associated equipment or to any one of several types of aircraft maintenance activities. ADs maintain, service, adjust and replace aircraft engines and accessories, as well as perform the duties of flight engineers.

Aviation Group Support

Aviation Boatswain's Mate (AB): ABs operate, maintain and repair aircraft catapults, arresting gear and barricades. They operate and maintain fuel and lube oil transfer systems. ABs direct aircraft on the flight deck and in hanger bays before launch and after recovery. They use tow tractors to position planes and operate support equipment used to start aircraft.

Aviation Group Support

Aviation Support Equipment Technician (AS): ASs perform intermediate maintenance on aviation accessory equipment —"yellow gear" — at naval air stations and aboard carriers. They maintain gasoline and diesel engines; hydraulic and pneumatic systems; liquid, gaseous oxygen and nitrogen systems; gas turbine compressor units; and electrical systems.



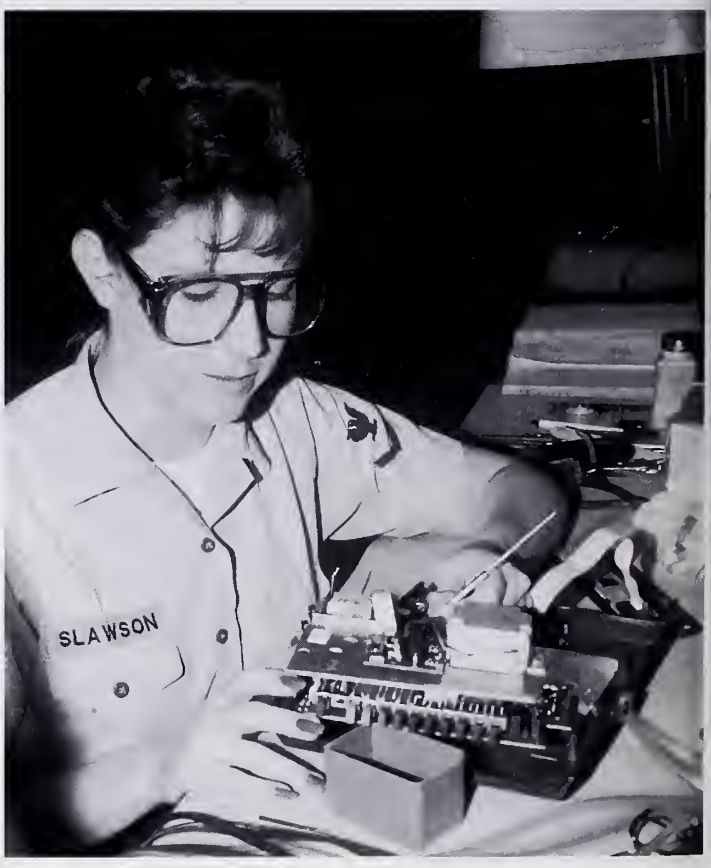
Photo by Daniel G. Lavoie

Air Traffic Control

Air Traffic Controller (AC): ACs assist in the essential safe, orderly and speedy flow of air traffic by directing and controlling aircraft. They operate field lighting systems, communicate with aircraft, furnish pilots with information regarding traffic, navigation and weather conditions, as well as operate and adjust ground-controlled approach (GCA) systems and interpret targets on radar screens and plot aircraft positions. A five-year enlistment is required to become an AC.

Weapons Control

Fire Control Technician (FT): FTs maintain the electronic equipment used in submarine weapons systems. FTs are responsible for the operation, routine care and repair of the complex electronic, electrical and mechanical equipment required to ensure the accuracy of Navy guided-missile systems and underwater weapons. A six-year enlistment is required.



Fire Controlman (FC): FCs maintain the control mechanism used in weapons systems on combat ships. Complex electronic, electrical and hydraulic equipment is required to ensure the accuracy of Navy guided-missile and surface gunfire-control systems. FCs are responsible for the operation, routine care and repair of this equipment, which includes radars, computers, weapons direction equipment, target designation systems, gyroscopes and range finders. It is in the advanced electronics field and requires a six-year enlistment.

Electronics Technician (ET): ETs are responsible for electronic equipment used to send and receive messages, detect enemy planes and ships, and determine target distances. They must maintain, repair, calibrate, tune and adjust all electronic equipment used for communications, detection and tracking, recognition and identification, navigation and electronic countermeasures.

Marine Engineering

Engineman (EN): Internal combustion engines, diesel or gasoline, must be kept in good order. This is the responsibility of ENs. They also maintain refrigeration, air-conditioning, distilling-plant engines and compressors.

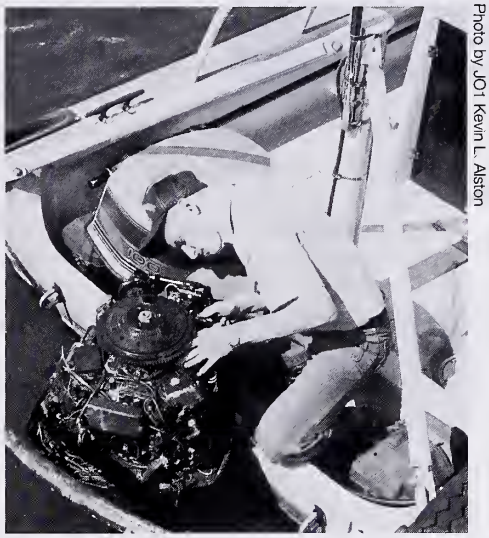


Photo by JO1 Kevin L. Alston

Electrician's Mate (EM): The operation and repair of a ship's or station's electrical power plant and electrical equipment is the responsibility of EMs. They also maintain and repair power and lighting circuits, distribution switchboards, generators, motors and other electrical equipment.

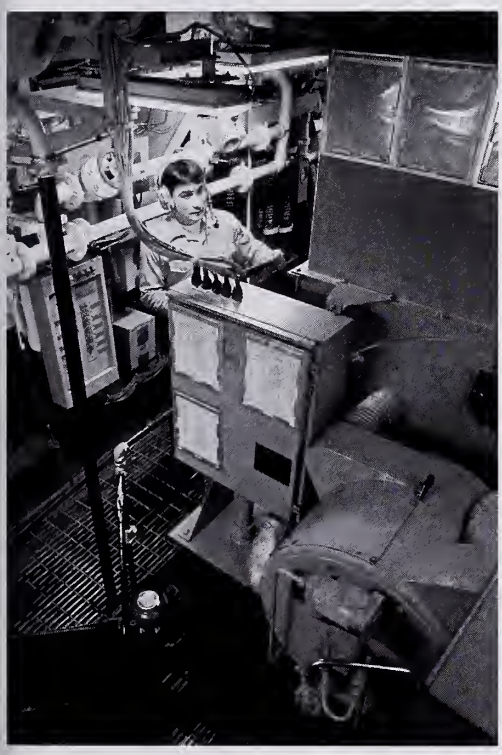


Photo by LCDR Alan Dooley

Gas Turbine System Technician (GS): GSs operate, repair and maintain gas turbine engines; main propulsion machinery, including gears; shafting and controllable pitch propellers; assigned auxiliary equipment propulsion control systems; electrical and electronic circuitry up to the printed circuit module; and alarm and warning circuitry. They also perform administrative tasks related to gas turbine propulsion system operation and maintenance. (GSE: Electrical) (GSM: Mechanical)

Interior Communications Electrician (IC): ICs operate and repair electronic devices used in the ship's interior communications systems, SITE TV systems, public address systems, electronic megaphones and other announcing equipment. They are also responsible for the gyrocompass systems.



Photo by PH1 James E. DeLoach

Machinists Mate (MM): Continuous operation of the many engines, compressors and gears, refrigeration, air-conditioning, gas-operated equipment and other types of machinery afloat and ashore is the MM's job. They are also responsible for the ship's steam propulsion and auxiliary equipment and the outside (deck) machinery. MMs also may perform duties involving some industrial gases.

Ordnance Systems

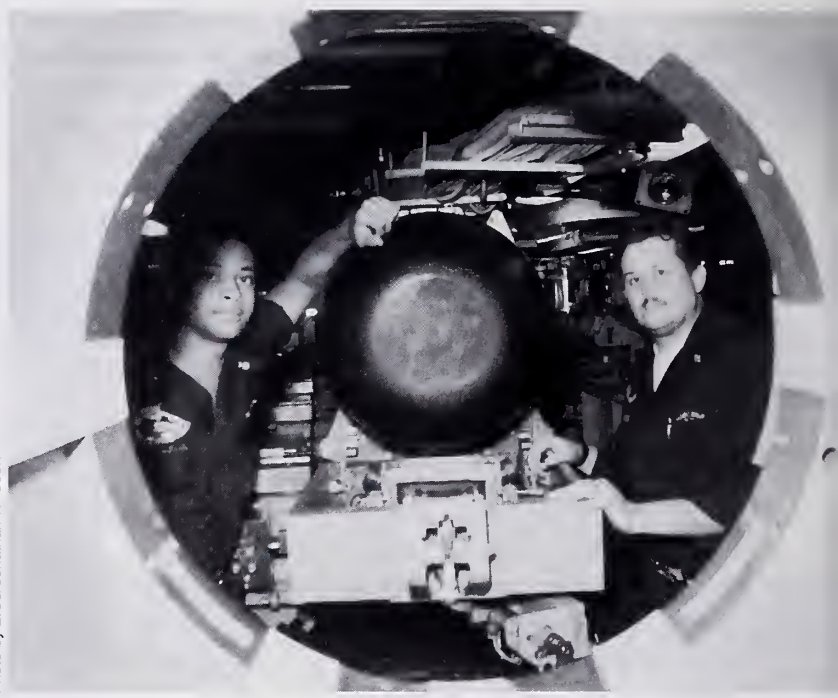


Photo by LTJG Jonathan W. Cook

Torpedoman's Mate (TM): TMs maintain underwater explosive missiles, such as torpedoes and rockets, that are launched from surface ships, submarines and aircraft. They also maintain launching systems for underwater explosives, and are responsible for shipping and storage of torpedoes and rockets.

Gunner's Mate (GM): Navy GMs operate, maintain and repair all gunnery equipment, guided-missile launching systems, rocket launchers, guns, gun mounts, turrets, projectors and associated equipment. They make detailed casualty analyses and repairs of electrical, electronic, hydraulic and mechanical systems. They also test and inspect ammunition, missiles and their ordnance components. GMs train and supervise personnel in the handling and stowage of ammunition, missiles and assigned ordnance equipment.



Photo by PH2 Richard W. Poorman

Mineman (MN): MNs test, maintain, repair and overhaul mines and their components. They are responsible for assembling, testing, handling, issuing and delivering mines to the planting agent and for maintaining minehandling and minelaying equipment.

Missile Technician (MT): MTs assemble, maintain and repair missiles carried by submarines. They maintain the specialized equipment used in these functions. Although missile components and related testing and handling equipment are primarily electrical and electronic, MTs must also work with the mechanical, hydraulic and pneumatic units in the launcher systems, fire control systems and missile flight control systems.

Disbursing Clerk (DK): DKs maintain the financial records of Navy personnel. They prepare payrolls, determine transportation entitlements, compute travel allowances and process claims for reimbursement of travel expenses. DKs also process vouchers for receiving and spending public money and ensure accounting data is accurate. They maintain fiscal records and prepare financial reports and returns.

Storekeeper (SK): SKs are the Navy's supply clerks. They see that needed supplies are available including everything from clothing and machine parts to forms and food. SKs have duties as civilian warehousemen, purchasing agents, stock clerks and supervisors, retail sales clerks, store managers, inventory clerks, buyers, parts clerks, bookkeepers and even fork lift operators.



Photo by EM2 Danilo Cortez

Ship's Serviceman (SH): Both ashore and afloat, SHs manage barber shops, tailor shops, ships' uniform stores, laundries, dry cleaning plants and cobbler shops. They serve as clerks in exchanges, gas stations, warehouses and commissary stores. Some ship's servicemen function as Navy club managers.



Photo by PH2 Jim Collins

Aviation Storekeeper (AK): AKs ensure that materials and equipment needed by naval aviation activities are available and in good order. They take inventories, estimate future needs and make purchases. AKs store and issue flight clothing; aeronautical materials and spare parts; ordnance; electronic; and structural and engineering equipment.

Mess Management Specialist (MS): MSs operate and manage Navy dining facilities and bachelor enlisted quarters. They cook, bake, order, inspect and stow food in Navy dining facilities ashore and afloat. They maintain food service; prepare spaces and equipment; and keep records of transactions and budgets for food service in living quarters ashore.

Administration

Postal Clerk (PC): The Navy operates a large postal system manned by Navy PCs, who have similar duties to their civilian counterparts in the U.S. Postal Service. PCs send mail on its way; collect postage-due mail; prepare customs declarations; collect outgoing mail; cancel stamps. They also perform a variety of record-keeping and reporting duties, which include maintaining an up-to-date directory service and locator file.

Religious Specialist (RP): RPs assist Navy chaplains with administrative and budgetary tasks. They serve as custodians of chapel funds, keep religious documents and stay in contact with religious and community agencies. They also prepare devotional and religious educational materials, set up volunteer programs, operate shipboard libraries, supervise chaplains' offices and perform administrative, clerical and secretarial duties. They train personnel in religious programs and publicize religious activities.

Personnelman (PN): PNs provide enlisted personnel with information and counseling about Navy jobs, opportunities for general education and training, promotion requirements and rights and benefits. They also assist enlisted members' families with legal aid or reassignments in hardship situations. PNs keep records up to date, prepare reports, type letters and maintain files.





Photo by PH1(NAC) David J. Kruse

Yeoman (YN): YNs perform secretarial and clerical work. They deal with visitors, telephone calls and incoming mail. YNs organize files and operate copy machines and order and distribute supplies. They write and type business and social letters, notices, directives, forms and reports. They maintain files and service records.

Navy Counselor (NC): NCs offer vocational guidance on an individual and group basis to Navy personnel aboard ships and at shore facilities. They assess the interests, aptitudes, abilities and personalities of individuals. This rate is not available to the incoming recruit.

Administration

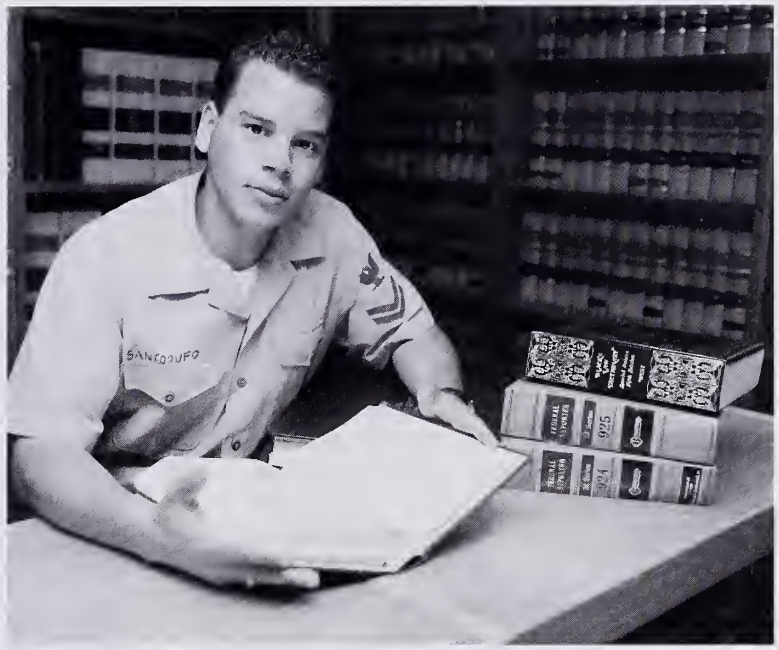


Photo by PH2 Michael S. Garrett

Legalman (LN): LNs are trained legalaides who assist professionals in the field of law. They work in Navy legal offices, performing administrative and clerical tasks necessary to process claims, conduct court and administrative hearings and maintain records, documents and legal reference libraries. They may give advice on tax returns, voter registration procedures, immigration and customs regulations, regulations governing Social Security and veterans' benefits and perform many duties related to courts-martial and nonjudicial hearings.

Data Systems

Data Systems Technician (DS): DSs are electronics technicians who specialize in computer systems including: digital computers, video processors, tape units, buffers, key sets, digital-display equipment, data-link terminal sets and related equipment. They clean, maintain, lubricate, calibrate and adjust equipment. DSs run operational tests, diagnose problems, make routine repairs and evaluate newly installed parts and systems units.

Health Care

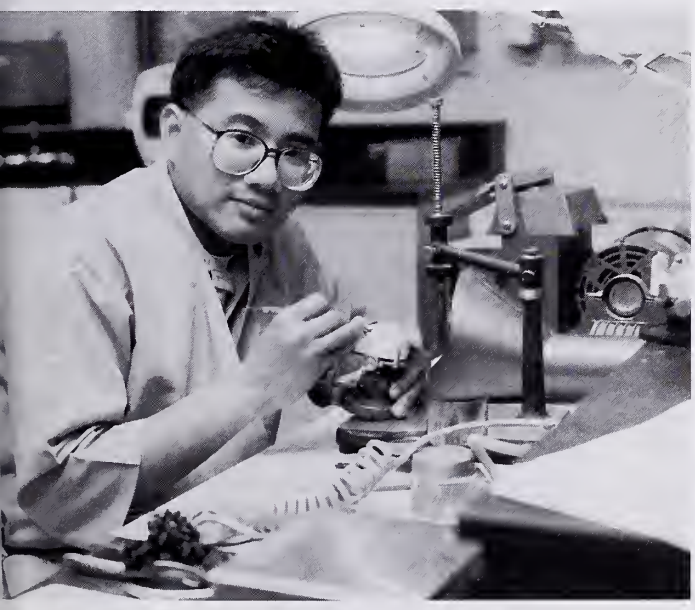


Photo by PH2 Carl J. Smith

Dental Technician (DT): Navy dentists, like many civilian ones, are assisted by dental technicians. DTs have a variety of "chairside," laboratory and administrative duties. Some are qualified in making and fitting artificial teeth; dental X-ray techniques; clinical laboratory procedures; pharmacy and chemistry or maintenance and repair of dental equipment. A five-year enlistment is required.

Hospital Corpsman (HM): HMs assist medical professionals in providing health care to service people and their families. They serve as pharmacists, medical technicians, food service personnel, nurse's aids, physician's or dentist's assistants, battlefield medics, X-ray technicians and more. An HM's work falls into several categories: first aid and minor surgery, patient transportation, patient care, prescriptions and laboratory work, food service inspections and clerical duties.

Construction

Builder (BU): Navy builders are like civilian construction workers. They are skilled carpenters, plasterers, roofers, cement finishers, asphalt workers, masons, painters, bricklayers, sawmill operators or cabinetmakers. BUs build and repair all types of structures including: piers, bridges, towers, underwater installations, schools, offices, houses and other buildings. A five-year enlistment is required.

Construction



Photo by EA1 Alan P. Deyoe

Engineering Aide (EA): EAs provide construction engineers with information needed to develop final construction plans. EAs conduct surveys for roads, airfields, buildings, waterfront structures, pipelines, ditches and drainage systems. They perform soil tests; prepare topographic and hydrographic maps and survey for sewers, water lines, drainage systems and underwater excavations. A five-year enlistment is required.

Construction Mechanic (CM): CMs maintain heavy construction and automotive equipment — buses, dump trucks, bulldozers, rollers, cranes, backhoes, pile drivers — other construction equipment and service vehicles. They work on gasoline and diesel engines, ignition and fuel systems, transmissions, electrical systems and hydraulic, pneumatic and steering systems. A five-year enlistment is required.

Utilitiesman (UT): UTs plan, supervise and perform tasks involved in the installation, operation, maintenance and repair of plumbing, heating, steam, compressed air and fuel storage and distribution systems, air conditioning and refrigerator equipment and sewage collecting and disposal facilities.

Construction Electrician (CE): CEs are responsible for the power production and electrical work required to build and operate airfields, roads, barracks, hospitals, shops and warehouses. The work of a Navy CE is equivalent to civilian construction electricians, powerhouse electricians, telephone and electrical repairmen, substation operators, lineman and others. A five-year enlistment is required.



Photo by PH2 Douglas F. Mooney

Equipment Operator (EO): EOs work with heavy machinery such as bulldozers, power shovels, pile drivers, rollers and graders. EOs use this machinery to dig ditches; excavate for building foundations; break up old concrete or asphalt paving and pour new paving; loosen soil and grade it; dig out tree trunks and rocks; remove debris from construction sites; raise girders; and move and set in place other pieces of equipment or materials needed for the job. A five-year enlistment is required.

Construction

Steel Worker (SW): SWs rig and operate all special equipment used to move or hoist structural steel, structural shapes and similar material. They erect or dismantle steel bridges, piers, buildings, tanks, towers and other structures. They place, fit, weld, cut, bolt and rivet steel shapes, plates and built-up sections used in the construction of overseas facilities. A five-year enlistment is required.



Photo by YN3 Christine Callow

Media

Illustrator-Draftsman (DM): DMs prepare mechanical drawings, blueprints, charts and illustrations needed for construction projects and other naval activities. They specialize in a number of areas, among them graphics, structural drafting, electrical drafting, graphic arts mechanics and illustrating.

Journalist (JO): JOs are the Navy's information specialists. They write press releases, news stories, and features for Navy newspapers, bulletins and magazines. They perform a variety of public relations jobs. Some write scripts and announcements for radio and TV; others are photographers or radio and television broadcasters and producers. A JO's photo work ranges from administrative and clerical to film processing. A five-year enlistment is required.

Photographer's Mate (PH): PHs photograph actual and simulated battle operations and make photo records of historic and newsworthy events for the Navy. They expose and process light-sensitive negatives and positives, maintain cameras, related equipment, photo files and records and perform other photographic services for the Navy. A five-year enlistment is required.



Photo by PH3 Shane Hebert

Lithographer (LI): LIs run the Navy print shops and produce the printed material used in naval activities. LIs print service magazines, newspapers and bulletins, training materials, official policy manuals, etc. They operate printing presses, do layout and design and collate and bind printed pages. The usual specialties are cameraman, pressman and binderyman.

Music



Musician (MU): MUs play in official Navy bands and special groups such as jazz bands, dance bands and small ensembles. They give concerts and provide music for military ceremonies, religious services, parades, receptions and dances. Official unit bands usually do not include stringed instruments, but each MU must be able to play at least one brass, woodwind or percussion instrument. Sailors are selected for this rating through auditions.



Photo by PH1 Dolores L. Anglin

Master-at-Arms



Master-at-Arms (MA): MAs uphold law and order aboard ships and shore stations. They report to the executive officer, help maintain discipline and assist in security matters. They ensure regulations are enforced, conduct investigations, take part in correctional and rehabilitative programs and organize and train Sailors assigned to police duty. Their equivalent in the civilian world is detectives and policemen.

Sensor Operations



Ocean System's Technician (OT): OTs operate special electronic equipment used to interpret and document oceanographic data, such as the depth and composition of the ocean floor and how sound travels through water. They operate tape recorders and related equipment, prepare reports and visual displays and convert analyzed data to be used in statistical studies.



Electronics Warfare Technician (EW): EWs operate and maintain electronic equipment used in navigation, target detection and location and for preventing electronic spying by enemies. They interpret incoming electronic signals to determine their source. EWs are advanced electronic technicians who do wiring, circuit testing and repair. They determine performance levels of electronic equipment, install new components, modify existing equipment and test, adjust and repair equipment cooling systems.



Sonar Technician (ST): STs are responsible for underwater surveillance. They assist in safe navigation and aid in search, rescue and attack operations. They operate and repair sonar equipment and jam enemy sonars. STs track underwater objects and repair antisubmarine warfare fire control equipment and underwater radiotelephones.

Communications

Radioman (RM): Naval activities often involve people working at many different locations on land and at sea. RMs operate the radio communications systems that make such complex teamwork possible. RMs operate radio-telephones and radio-teletypes, prepare messages for international and domestic commercial telegraph, and send and receive messages via the Navy system

Intelligence

Intelligence Specialist (IS): Military information, especially secret information about enemies or potential enemies, is called "intelligence." An IS is involved in collecting and interpreting intelligence data; analyzing photographs; and prepares charts, maps and reports; that describe in detail the strategic situation all over the world.

Cryptology

Cryptologic Technician (CT): CTs control the flow of messages and information. Their work depends on their special career area: administration (CTA) - administrative and clerical duties that control access to classified material; interpretive (CTI) - radiotelephone communications and foreign language translation; maintenance (CTM)- the installation, servicing and repair of electronic and electromechanical equipment; collection (CTR) - Morse code communications and operation of radio direction-finding equipment; and technical (CTT) - communications by means other than Morse code and electronic countermeasures.



Photo by PH2 Stephen M. Kless

Meteorology

Aerographer's Mate (AG): AGs are the Navy's weather forecasters. They are trained in meteorology and the use of aerological instruments that monitor air pressure, temperature, humidity, wind speed and direction. They also prepare weather maps and forecasts and analyze atmospheric conditions to determine the best flight levels for aircraft. An AG may also measure wind and air density to aid the accuracy of anti-aircraft firing, shore bombardment and delivery of weapons by aircraft.

Aviation Sensor Operations

Aviation Anti-submarine Warfare Operator (AW): AWs operate airborne radar and electronic equipment used in detecting, locating and tracking submarines. AWs also operate radars to provide information for aircraft and surface navigation and act as helicopter-rescue crewmen, as well as part of the flight crew on long-range and intermediate-range aircraft. A five-year enlistment is required.

Whether you are an undesignated Sailor looking for a rate or a petty officer looking for a new rate, this will help you. Keep a lookout for future stories on each rating the Navy has to offer.

Allen a photojournalist assigned to All Hands *magazine.*

'You'll never do the same thing twice'

Story and photos by JO2 Jeremy Allen

This is a drill. This is a drill ... General Quarters, General Quarters ... All hands man your battle stations."

When those words ring out in ships around the fleet, does anyone stop to think about who is piping them to their positions?

The words you hear come from the lungs of a hard working, dedicated boatswain's mate (BM), known to many as 'boats.'

Without BMs, no one would be qualified to man the motor whale boat, lower the accommodation ladder or drop the anchor in port. BMs aren't just limited to ships maintenance and preservation, they are also responsible for training and supervising personnel in marlinspike, deck and boat seamanship.

Many of today's ratings began when the Navy was under sail, and one of the first official ratings in the Navy was the BM rating. Many Sailors don't realize that the BM rating is a merger of many former rates, such as the sailmaker and cockswain, later named coxswain.

The BM rating still remains one of the oldest and versatile Navy ratings, according to Senior Chief Boatswain's Mate (SW) Gregory E. Smuk, assistant harbormaster of port operations (PortOps) at Naval Station Norfolk. "BMs are one of the four original rates that include quartermaster, signalman and gunner's mate," he said.

The history of the BM is as old as the Navy itself. From the beginning of seafaring ships, there's been a need for able-bodied men to lower the thick masts, swab the decks and pipe 12 o'clock reports. This need formed into the BM rate in 1797.

"The Navy needed someone who was a 'jack of all trades,' a master at none, but better than most," said BMCS Jeffrey D. Moore, individual training assistant for the Surface



➤LCAC Craftmaster, BMC(SW) Jerry W. Carter from White House, Texas, is skipper of a multi-million dollar LCAC.



U.S. Navy photo

◄ **THEN ...** A painting of old salts and yarn-spinners on the sloop-of-war *Mohican* in 1888.

▼ **NOW ...** BM3 Mary E. Matos of 1st Division pipes the boatswain's call into the 1MC on USS *Theodore Roosevelt* (CVN 71). The Bos'n's call is an old tradition that is still used down today.

Fleet Atlantic. According to Moore, the boatswain's mates have filled the bill.

"People think we just paint and chip [but] we do so much more, like special warfare," said BM1(SW) Anthony G. Surratt, an Air Cushion Landing Craft (LCAC) loadmaster assigned to Assault Craft Unit (ACU) 4, Naval Amphibious Base, Little Creek, Va.

Although the rate has always been considered a tough one by many, women are also finding the rate agreeable. "It's a wide and challenging rate," said BM2 Maxine D. Chambers, leading petty officer on the recently decommissioned USS *Shenandoah* (AD 44).

Many BMs in the Navy echo this idea. "It's not for everyone. Being a BM is a lot of hard work," said BMSN(SW) Bruce C. Schafer assigned to Self-propelled Patrol Craft (YP) 766 at Naval Station Norfolk. BM2 Gregory L. Wilks, small craft coxswain at PortOps added, "Being a BM means working a lot of long hours."

Working outside and taking charge is one thing all BMs learn early in their careers. "We take ownership of what we do as BMs. You can't teach that in some 'A' school; that's why there isn't one," said Smuk. "Anyone who has the desire to lead and do manual labor can be a BM," said BM3 Wayne E. Aragon, assigned to deck department on board USS *Normandy* (CG 60).

Leadership is very important. "No other rate in the Navy lets you lead sometimes 20 or 30 sea-



Photo by LTJG Lisa Brackenbury



◄ Tugmaster (under instruction), BMC John R. Johnson from Center Point, Tenn., steers YTB 793 into Norfolk's harbor as Tugmaster BMC(SW) Jim O. Carig, an 18-year veteran from Shelby, Ohio, supervises the evolution.

men as a 3rd class," said Aragon, who's responsible for the accommodation ladder on board *Normandy*. According to Aragon, being a BM has helped him grow up and become responsible. "My greatest enjoyment is teaching something [to a seaman] and then seeing the seaman grasp it, take pride in it and teach someone else — something most 3rd classes never get to do."

"Not everyone is cut out to be a boatswain's mate," said Carter. "It takes someone with patience and someone who likes hard work," said BM2 Rodney D. LeSane, damage control petty officer for deck department on board *Normandy*. "There's always something to do in this rate, especially at sea," added BM1 Thomas W. Jones, leading petty officer of the small boats and utility craft at NAVSTA Norfolk.



▲ BM2 Gregory L. Wilks, a small craft qualified boatswain's mate from Alexandria, La., explains tugboat preservation requirements to a group of seamen. Painting and chipping techniques are passed down from one boatswain's mate to another.

Although BMs may work in a different environment, they still live by one phrase. "We adapt and overcome anything, but always put safety first," said Smuk, a 24-year veteran. "As a BM, you'll never do the same thing twice." ⚓

Allen is a photojournalist assigned to All Hands.

Mail call....

Postal clerks provide vital service



Photo by PH1 Dolores Anglin

"... Whether we have 5,000 Sailors on board a ship or on a base or whether it's four, the crew still wants their mail."

— PCCM (SW/AW) Lawrence Ben

Story by Patricia Oladeinde

Let the Journey Begin" is the Navy's new recruiting theme. And hundreds of thousands of Sailors have done just that. From Great Lakes, Ill., to Christchurch, New Zealand. Keeping these far-flung Sailors in touch with home would be a nightmare for any hard working postman. If it were not for the Military Postal Service (MPS) and the postal clerks (PCs) who work around-the-clock, seven days-a-week routing mail, "Mail Call" would be heard less often.

PCs have provided this vital service to Sailors since the rate was established Nov. 30, 1960.

For some Sailors, mail may be the primary link to home. For others it can be that added boost to an otherwise routine day.

"I've been in the mail business for 26 years," said Master Chief Postal Clerk (SW/AW) Lawrence Ben stationed at National Naval Medical Center, Bethesda, Md. "Postal clerks can be a Sailor's best friend. Mail is no doubt a morale booster because everyone loves to receive it," he said.

Storekeeper 3rd Class Volinda Sarvis from Myrtle Beach, S.C., agreed. "I love mail call because I always get something — letters, boxes and big packages. Plus, I can keep in touch with home and know what's going on and who's doing what. Personally, it's my favorite time of the day. I look forward to seeing the postal clerk."



U.S. Navy photo



Postal clerks do more than just deliver mail. They sell stamps, money orders, stamped envelopes and process all outgoing mail. "Postal clerks have got to be hard workers with lots of integrity," said Machinist's Mate 3rd Class William Dresack, stationed aboard USNS *Comfort* (T-AH 20).

At one point in history, mail was handled by mail orderlies, and there was no MPS. Once mail left the jurisdiction of the United States Postal Service, there was very little protection provided to ensure it reached the intended recipient.

"Handling mail means the crew has invested trust in you," said Hospital Corpsman 1st Class John Edwards, who distributes mail as a collateral duty aboard *Comfort*. "All postal clerks know that what a Sailor is waiting to receive is valuable. You never know how that one piece of mail you're handling can affect a Sailor's life, or how significant it may be," said the Albany, Ga., native.

Postal clerks handle millions of pieces of mail yearly, and the majority of it reaches its destination, but there are some pieces that end up in the dead mail parcel branch in Philadelphia because of unclear addresses and incorrect packaging.

In 1995, postal clerks moved more than 108,029 tons of mail through the Miami, New York and San Francisco gateways, and provided 1,500 postal services to specific ships and stations. Getting the mail to its rightful destination is no easy task, but new technology and automation make it more manageable. The new nine digit ZIP code, which identifies each ship and its location, allows for quicker mail service.

DOD operates military post offices in areas where the USPS isn't available or is required by the military situation. MPS is the single DOD agency responsible for setting policy and seeing that all correspondence is delivered to Sailors, Marines, soldiers and airmen stationed around the world. "Thousands of people are served daily, in some way," said Ben. ⚓



Photo by JO1 Ron Schafer

Oladeinde is a staff writer and Anglin is a photojournalist for All Hands.



A pioneer for today

Story and photos by JO1 Ron Schafer

Naval history is full of pioneers — individuals who, through their actions and ideas, have blazed a trail for others to follow. When he entered the Navy nearly 30 years ago, Master Chief Postal Clerk Charles L. Ramsey didn't realize he would become one of those individuals. In fact, he hadn't planned on becoming a postal clerk at all.

"Maybe I became a postal clerk for the wrong reasons," Ramsey said. "I didn't know that much about the rating at the time. When I joined the Navy, I reported aboard my first ship and, as a non-designated seaman, went to work in the deck department.

harles L. Ramsey became the first frican-American ostal clerk aster chief f he Navy.

"When I started talking with the PCs on board, they gave me a little brief about what they did. I thought, 'this looks like an interesting job, this looks like something I might want to do.' So, I started doing the things you needed to do to strike into a rate."

He struck into the rate alright, eventually becoming the rate's first African American master chief. But, initially he found it difficult to find a role model.

"One day, I looked at my cruisebook, my first one from 1968," he said. "The number of African Americans on that ship were very small, maybe 15 or 20 out of a crew of 800. Not because the Navy wasn't recruiting, but because not many African Americans really thought of the Navy as a career. I've seen a lot of changes since then. Opportunities have just expanded so much for Sailors that this has become an attractive career for anyone."

As Fleet Postal Officer for Commander-in-Chief, U.S. Atlantic Fleet, Ramsey is CINCLANTFLT's representative for all postal issues in the Atlantic Fleet. That responsibility includes providing leadership to the fleet's postal clerk community. Using a tried and true set of values learned in his hometown of Glenwood, Ala., Ramsey said there is no secret to his style of leadership.

"My desires in the Navy were achieved from things I learned growing up," he said. "I was always taught that if you do your job the best you can, all the time, rewards will come your way. "

Ramsey will retire soon, having become a pioneer. In doing so, he is to many others what he lacked – a role model. ⚓

Schafer is a Norfolk-based photojournalist for All Hands.

Morison Sailors help celebrate Russian navy's birthday





Russian Naval Academy cadets Nick Pelevin (left) and Roman Bogatoff assisted FFG 13 with crowd control during tour periods.

Story by LT Moss Bresnahan, photos by JO1 Daniel Charles Ross

USS *Samuel Eliot Morison* (FFG 13), a Naval Reserve Force frigate named for the Pulitzer Prize-winning historian, made its mark on history when it participated in a five-day festival commemorating the 300th anniversary of the Russian navy.

"It was a real honor for us to take part in the Russian navy's 300th birthday," said CDR Thomas R. Daniel Jr., *Morison*'s commanding officer. "I was commissioned in 1976, our bicentennial year, when there was a feeling of great national pride, so I could relate to the pride the Russians feel on this momentous occasion."

With a Russian tug out front, and a local maritime pilot providing guidance on the bridge, the ship wormed



◀ The interaction among Sailors during the Russian navy's 300th birthday party often demonstrated that old refrain of all Sailors being alike.

▼ The ship's crew were treated like celebreties. BM1 Maldonado autographs a Russian child's souvenir program.



its way up the Neva River last summer and past an 18th-century fortress as part of an international parade of 12 ships — all to the stirring sounds of the Russian navy orchestra and a 21-gun salute.

The next five days were filled with ship tours for the Russians and other navies' sailors, as well as a number of smiling American exchange students happy to have a fresh chance to speak their native tongue. *Morison*'s crew participated in dozens of ceremonies and events. The experience affirmed the growing spirit of cooperation and goodwill between the two nations.

"Vuie gavareet ye pa Rouski?" (Do you speak Russian?)

Naval Reserve officers CDR Jeffrey Hoy and LCDR John Volkoff served as the embarked interpreters for the ship during the Russian jubilee. Both men have many years of experience as Russian translators.

Hoy, commanding officer of Naval Reserve Office of Naval Intelligence 0760, Washington, D.C., studied Russian for four years at the Naval Academy, and served in a language support unit in the 1980s.

Volkoff's mother was born in Russia and his father was also fluent in Russian, so he grew up in a Russian-speaking household. He later refined his Russian skills in college. Along with Hoy, Volkoff, also a member of NR ONI 0760, has participated in four other port visits involving Russian ships.

"I would have been lost without [Hoy and Volkoff]," said LT Ben Baylosis, *Morison*'s chief engineering officer. "Trying to communicate with the Russian water barge crew would have been nearly impossible without their help."

During *Morison*'s visit, there was plenty of time for the crew to see historic St. Petersburg, including a visit to the Hermitage, once a palace of the Czar and now a spectacular museum.

"The architecture [of the Hermitage] is amazing," said Electronics Technician 1st Class Richard O'Connell, USNR(TAR). "I'm really overwhelmed by the variety of art and the size of the collection. I hope to come back to see more someday."

Others toured the famous Peter and Paul Fortress Cathedral, distinguished by its gilded spire, or hunted for souvenirs along *Nevsky Prospekt*, one of Russia's most celebrated streets. Many Sailors swapped sea stories with counterparts from other countries in historic Palace Square.

Before making the port call in Russia, many of the crew had expected to be greeted with a measure of antagonism. That frosty atmosphere never developed.

"St. Petersburg was a great port visit," said Seaman James Borowicz, USNR(TAR). "The people of St. Petersburg made us feel very welcome."

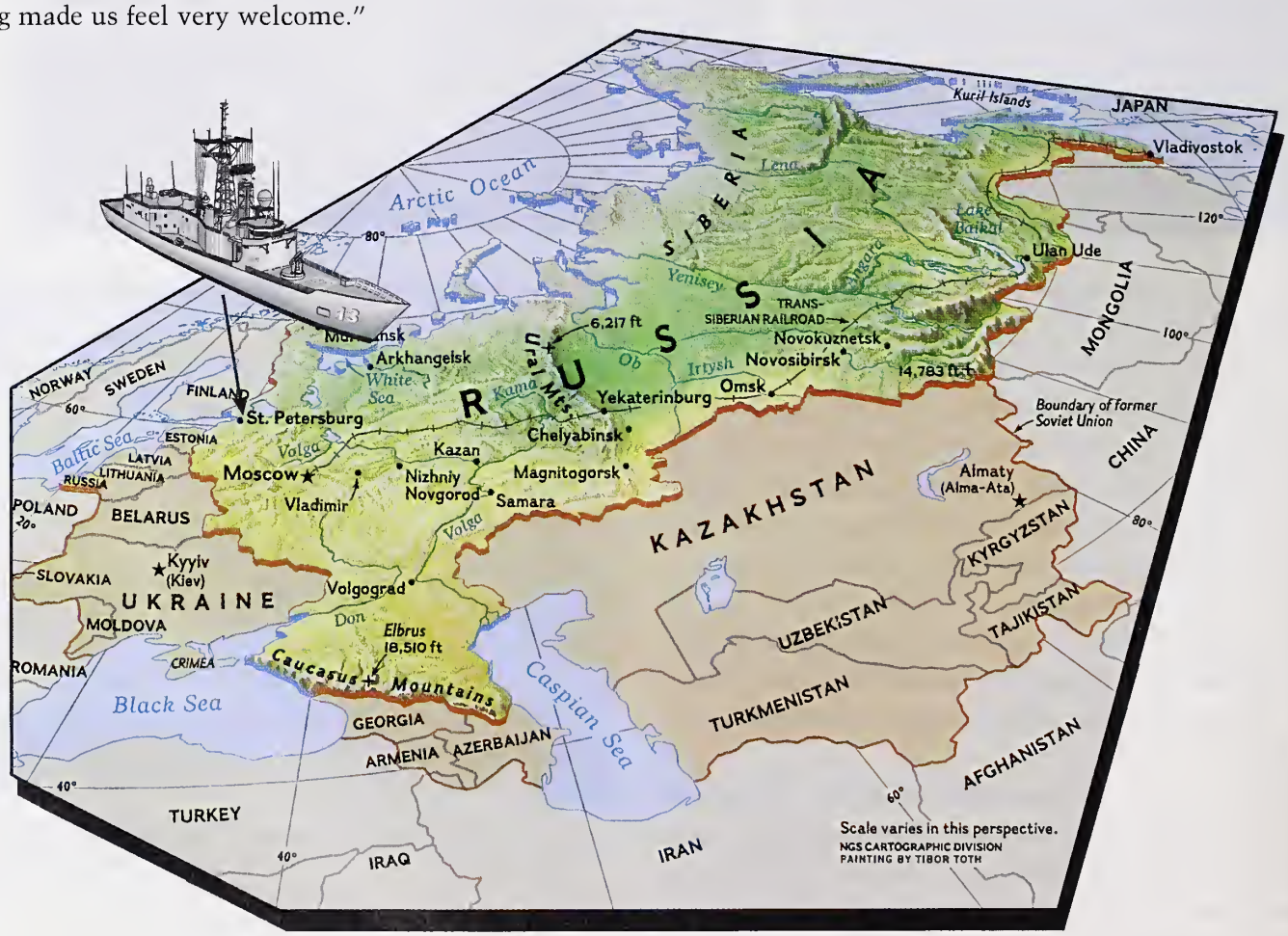
"After studying the 'Soviet enemy' for years at the Naval Academy, getting to know Russian naval officers and people of St. Petersburg was the highlight of the cruise," agreed LTJG Efren Mojica.

"The Russians are open, friendly and warm hearted," said Aviation Anti-submarine Warfare Operator 1st Class Larry J. Foster, a member of the Reserve air detachment from HSL-94 at NAS Willow Grove. "I thought that we'd be looked at with frowns, but they treated us like we were in our home port."

Foster has the evidence. While walking down a St. Petersburg street choked with Russians, he looked up to see a Russian military vehicle slowly approaching along the curb.

"An officer was driving by," Foster said. "He said something to me in Russian that I didn't understand, smiled at me and just flung his hat out the window to me as he drove by." ‡

Bresnahan and Ross are Naval Reservists assigned to NR NAVINFO Midwest Det. 113, Great Lakes, Ill.



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Heave!

Morison team grabs Baltops title

Story by JO1 D.C. Ross

Aviation Ordnanceman 3rd Class Brian McNamara is an affable guy from Edgewood, Md. Normally, the Naval Reservist wrenches the LAMPS helo for the HSL-94 air detachment embarked aboard USS *Samuel Eliot Morison* (FFG 13) for the annual *BALTOPS '96* exercise. When he left NAS Willow Grove for an extended active-duty period aboard *Morison*, he had no idea he'd go home a world champion.

Life's full of these little surprises, though. McNamara was part of a 21-man *Morison* squad that clashed in a sweaty tug-of-war competition among 12 nations in town for the tercentennial Russian navy birthday party. This was no walk in the park, though the contest was, held on a sandy sidewalk adjacent to St. Petersburg's large riverside park.

After many challenges from a burly team from the British frigate HMS *Cornwall* (F 99) and a muscular contingent from the new German frigate *Bayern*, *Morison*'s tug-of-war corps earned the title of World Champions by besting the British in the finals.

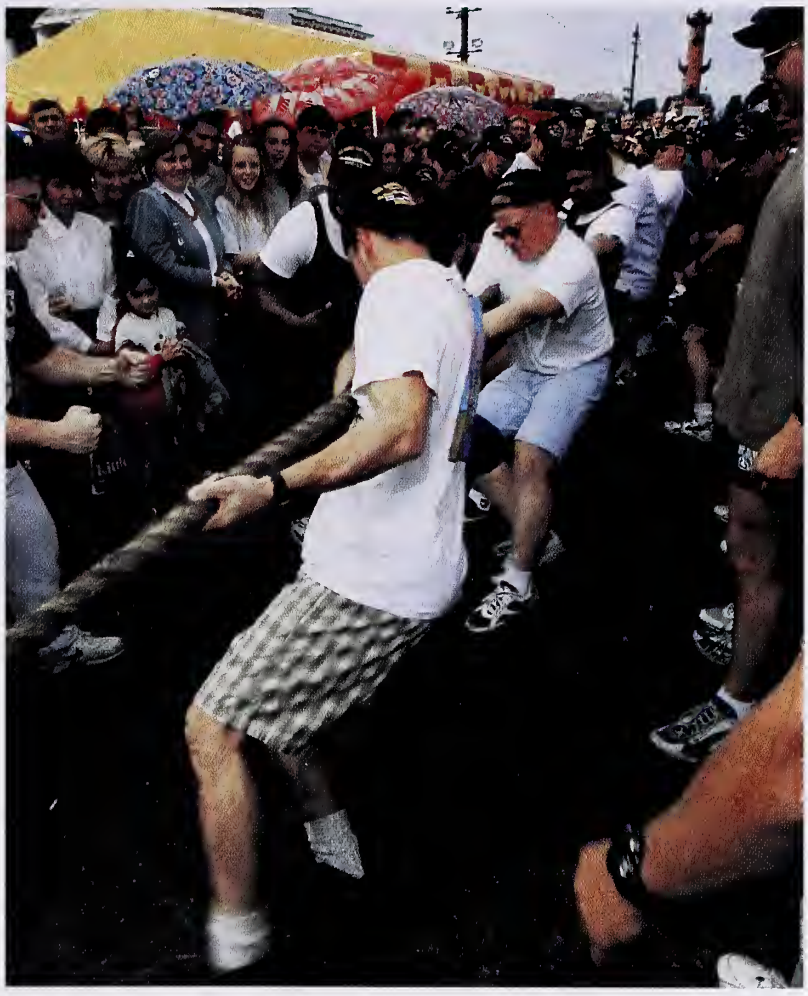
As the American crew came back to the pit for its second round, the packed crowd of Russian spectators spontaneously erupted in chants of "U-S-A! U-S-A." More than one American face displayed a trace of surprise. Was this chant for them?

"It was amazing to have the Russian people cheering for us over the other teams," said team member ENS Brad Harken. "The teams from Germany, England and Finland were much bigger physically, but the crowd really pumped us up."

The final round against the Germans was hard-won — and they hosted many of us aboard their ship that night for refreshments.

International cooperation was never this good before. ⚓

Ross is a Naval Reservist assigned to NR NAVINFO-Midwest Det. 113, Great Lakes, Ill.



CHAMPION TUG-OF-WAR TEAM ROSTER:

OS3 Jason Bineger
GSMFR Bill Brandis
MIDN Michael Brosky
RM3 David Craft
STG1(SW) Rich DeWalt
MIDN Scott Fitzsimmons
HT1(SW) Joe Gardner
EN2(SW) Tom Gilkinson
ENS Brad Harken
MIDN James Leo
BM1 Rob McDonald
AO3 Brian McNamara
DS1(SW) Rob Rothen
OS1(SW) Michael Smith
EM3 Jeffrey Steder
RMC(SW) Rick Vasko
EM1(SW) Dan Vivian
YN2(AW/SW) Richard Ward



One thoughtless decision, one needless death

Mock DUI accident sends message to potential victims

Story by JO2 Damian M. Gelband, photos by Wendy Hallmark

Someone across the nation is senselessly killed or injured in an alcohol- or drug-related accident every 15 minutes. These constant mishaps generate endless media reports, making the subject almost routine to many. But for law enforcement officials, there's nothing routine about having to inform the victim's

◄ Members of Naval Submarine Base Bangor's Police and Fire Departments cut and rip away part of this vehicle to prepare for the removal of the passenger, MA2 Shannon A. Vanderpohl, who has a possible spinal injury.

next-of-kin that their loved ones won't be coming home.

That's what Naval Submarine Base (NAVSUBASE) Bangor attempted to convey to Sailors when it staged a mock driving-under-the-influence (DUI) accident recently in a base parking lot. In this simulated crash a man, under the influence of a controlled substance, rammed another car at 45 m.p.h..

Policemen and firemen rushed to the site of the accident, and about 200 people watched with anticipation.

At first, there were a few giggles as the intoxicated driver, dizzied from the crash, opened his door, fell on the ground and then ran around erratically. But the crowd hushed when the narrator of the event, Washington State Trooper Sgt. Kenneth Boad, explained to the crowd through the sirens that the driver of the other car was pronounced dead upon arrival.

"I want to invoke in each and every one of you that no matter what class you're in — enlisted, officer, Marine, Navy — you have a choice about whether you want to be a part of this or not," said Boad. "You will continue to be a part of parties and celebrations, and because of peer pressure, there will be alcohol. But, it's entirely up to you whether you drive under the influence. [The driver] will have to live with this death for the rest of his life, not to mention the time he will see for his punishment."

Many law enforcement officers have to do this type of thing everyday; but, it never gets any easier, according to Boad. "I have had to explain to fathers, mothers, husbands and wives that their loved one will not be coming home tonight. I've had to do this more than 100 times, and I'll never get used to it."

This shared perspective and the presentation itself seemed to reach many viewers in the audience.

"If this presentation stops one person from drinking and driving, it's well worth it. It really is," said Chief Interior Communications Electrician Troy C. Todd, NAVSUBASE drug and alcohol program advisor. "And I think we touched a few more than that here. It was a really good setup."

Fire Control Technician 1st Class David W. Blalock said the presentation really spoke to him. "Everybody knows you shouldn't drink and drive because you can get into trouble. But this demonstration showed how many people it can actually affect." ⚓

Gelband and Hallmark are assigned to NAVSUBASE Bangor, Wash., public affairs office.

All DUIs/DWIs to be documented

The Navy and Marine Corps have taken another step against those individuals who still have not gotten the message about drinking and driving.

ALNAV 80/96 requires commanding officers to document all proven cases of DUI or DWI in the evaluation or fitness report of the individual involved.

"Consider any drunk driving offense to be a substantial failure in judgment, behavior and leadership. Such a lack of personal responsibility and general disregard for the safety of oneself and the public is incompatible with the standards of conduct and behavior expected of members of the naval service," said Secretary of the Navy John Dalton in the recent ALNAV.

The bottom line is, the Navy and Marine Corps will not tolerate drinking and driving.

"Everyone in the naval service must acknowledge, once and for all, that this is incompatible with our core values and will have serious personal and professional consequences. Those in leadership positions, especially, must set a clear and unambiguous example, not only through personal behavior, but in how they respond when their subordinates fail to live up to the standards expected of them," Dalton said. "Protecting each other from harm is central to our traditions and core values of honor, courage and commitment," he said.

For more information, pick up a copy of ALNAV 80/96. ⚓

A 5-year tradition continues

Blue Ridge Sailors parade Japanese Mikoshi



▲ RM1(SW) Debra Deringer, from Oroville, Calif., helps SN Martha Ybarra, from Brownsville, Texas, with her headband.

Story by JO3(SW) Regina Gillis, photos by PH2 Brad Dillon

USS *Blue Ridge* (LCC 19) has been the only ship invited year after year to participate in the annual *Mikoshi* parade, Yokosuka, Japan.

In cooperation with the Taura Association of *Mikoshi*, Sailors walk in a parade carrying an ornately decorated carriage that symbolically houses a Japanese deity.

The parade is a tradition that dates back to the Japanese feudal era. According to ship's secretary, coordinator and leader for the event, CWO2 Larry Hayes, of San Diego, the *Mikoshi* was a religious event held around spring and harvest seasons, coinciding with the timing of their agricultural livelihood. The pilgrimage of the gods in hand-carried shrines heralded blessings and good fortune which would befall the carriers in the following season. Most likely the farmers carried the *Mikoshi*. Today, the spirit of *Mikoshi* embodies celebration and festivities.

Cryptologic Technician Maintenance 3rd Class Shiletha Mitchell, from Houston, said, "To be the only ship here invited to be a part of this event was an honor to me. It was culturally exciting."

Eighty-five people showed up to carry the *Mikoshi*, according to Master-at-Arms 1st Class Joseph Mortimer, of Philadelphia, who has participated in two other *Mikoshi* festivals outside of Yokosuka's. Mortimer and Mess Management Specialist 2nd Class Edward Downes, of Albany, N.Y., were *Blue Ridge's* front guides. The guiders wore Japanese "*hapi* coats." Other volunteers wore tee shirts courtesy of the ship's print shop and headbands courtesy of the Taura Association.

LCDR Sid Foster, of Chesapeake, Va., the ship's first lieuten-

▼ Volunteers from *Blue Ridge* gathered outside Chuo train station moments before the big event began.





ant, assisted the leader and guides by keeping the paraders safe, guiding the *Mikoshi* in the back and relieving weary marchers. "Our participation is extremely important and shows our appreciation for what the Japanese do and how they do things," he said. "Since we are in their land, when we participate we gain a better understanding and respect for their traditions. We can't help but build a better relationship through our participation."

"I volunteered for the experience", said Interior Communications Electrician 2nd Class Armelda Withers, a Chicago native. "It was interesting and different watching the others.

"Everybody said it would be fun interacting with the Japanese people. It *was* fun, minus the physical pain."

The parade went up the street to the judge's stand where the mayor of Yokosuka and the president of the Chamber of Commerce were among other dignitaries. The procession was highlighted with Japanese bands playing drums and melodious woodwinds.

Seaman Cliff Sanders, from St. Louis, stood in the back with the taller marchers. "I enjoyed it. I got to meet (people) and learn more about their culture." Considering the time and effort it takes to become skillful at balancing and parading the *Mikoshi,* Sanders, who works in the ship's 2nd Division, added, "I have more respect for the people who do it. Our *Mikoshi* was wobbling."

Hayes explained that an expert *Mikoshi* carrier commented that the *Blue Ridge* sailors were 'very Japanese about carrying the *Mikoshi.*' "We carried it in the Japanese tradition," Hayes said, "and we were having fun.

"We were very big on teamwork," Hayes continued. "When you're tossing an 800-pound piece of architecture in the air, [you have to have] teamwork. We have a unique relationship here, and our participation in this [shows] our teamwork, something we [do] every day." ⚓

Gillis and Dillon are assigned to USS Blue Ridge *(LCC 19), public affairs office.*



➤MA1 Joseph Mortimer, from Philadelphia, leads USS *Blue Ridge's* Mikoshi up to the viewing stands on the parade path in Yokosuka, Japan.

Seabee builds music from pallets

Story and photos by Dub Allen



▲ BUC Bill Haley, U.S. Fleet and Industrial Supply Center, Yokosuka, Japan, builds and plays the fiddles he makes.

Bill Haley fiddles with the pallets here. Bill Haley? Fiddling? Pallets? For those who remember, it was Bill Haley and the Comets; Charlie Daniels fiddles and pallets do not fit this story.

For the most part that's true, but at Fleet and Industrial Supply Center, Yokosuka, Japan, Chief Builder Bill Haley makes fiddles from pallets.

"It all started in Bermuda about 10 years ago," said Haley. "I wanted to learn to play a fiddle and they cost too much. I went to the base library and checked out one of the Foxfire series books and just read how to do it."

The first fiddle Haley made started as a pallet in a dumpster. Broken, old and discarded, one section of this pallet looked like a potential musical instrument to Haley.

"The wood was the easy part," Haley remembered. "It was the design that was the problem. The book just showed a very rough sketch and the rest I had to do from memory."

Haley laughs when he tells the story of that fiddle and how it did not resemble the standard fiddle most people recognize.



The Seabee chief received wood working training through several courses, but instrument making comes from his own desires and research.

The fiddle bodies are former pallets; but the tuning pegs, strings, fine tuners and chin rests that become a part of Haley's fiddles are ordered from catalogs.

"I figured it up on this one," Haley said pointing to his fifth fiddle. "It takes me about 100 to 150 hours to complete. All this work is done on my picnic table in the backyard."

Of the five completed fiddles Haley has kept only one. All the rest have been given to friends and relatives. Currently, he has one finished and one in the making. Haley, like a true artist of a craft, says of the finished fiddle, "It needs refinishing ... again." ⚓

Allen is assigned to U.S. Fleet and Industrial Supply Center, Yokosuka, Japan.

TAX TIME!

Don't let forms get you down

Stories compiled by JO3 Raina Williams

Paying taxes is an inevitable part of life in America. This year is no different. Many service members find preparing and filing their 1996 income tax forms to be a chore. There are a number of rules and circumstances that Sailors need to know about filing their returns correctly.

The Internal Revenue Service (IRS) suggests the following points and helpful hints to active-duty military personnel. These tips do not cover retirees' or veterans' benefits or give the basic tax rules that apply to all taxpayers. This review also does not reflect all the policies and information that may apply.

WHEN TO FILE

The deadline for filing returns is **April 15, 1997**, for most people. You may apply to the IRS for an extension of your filing deadline.

— Military members living overseas automatically get an extension.

— According to IRS officials, if you take the extension and owe taxes, you should pay them by the April 15 deadline. If you don't, penalties and interest begin to accrue on the amount owed.

— IRS officials also said a second two-month extension, ending Aug. 15, could be granted on a case-by-case basis. You must request the extension by June 16 using IRS Form 2688, "Application for Additional Extension of Time to File U.S. Individual Income Tax Return."

Many family service centers, legal services and military installations offer tax preparation workshops and tax filing assistance. Check with your local command for more information.

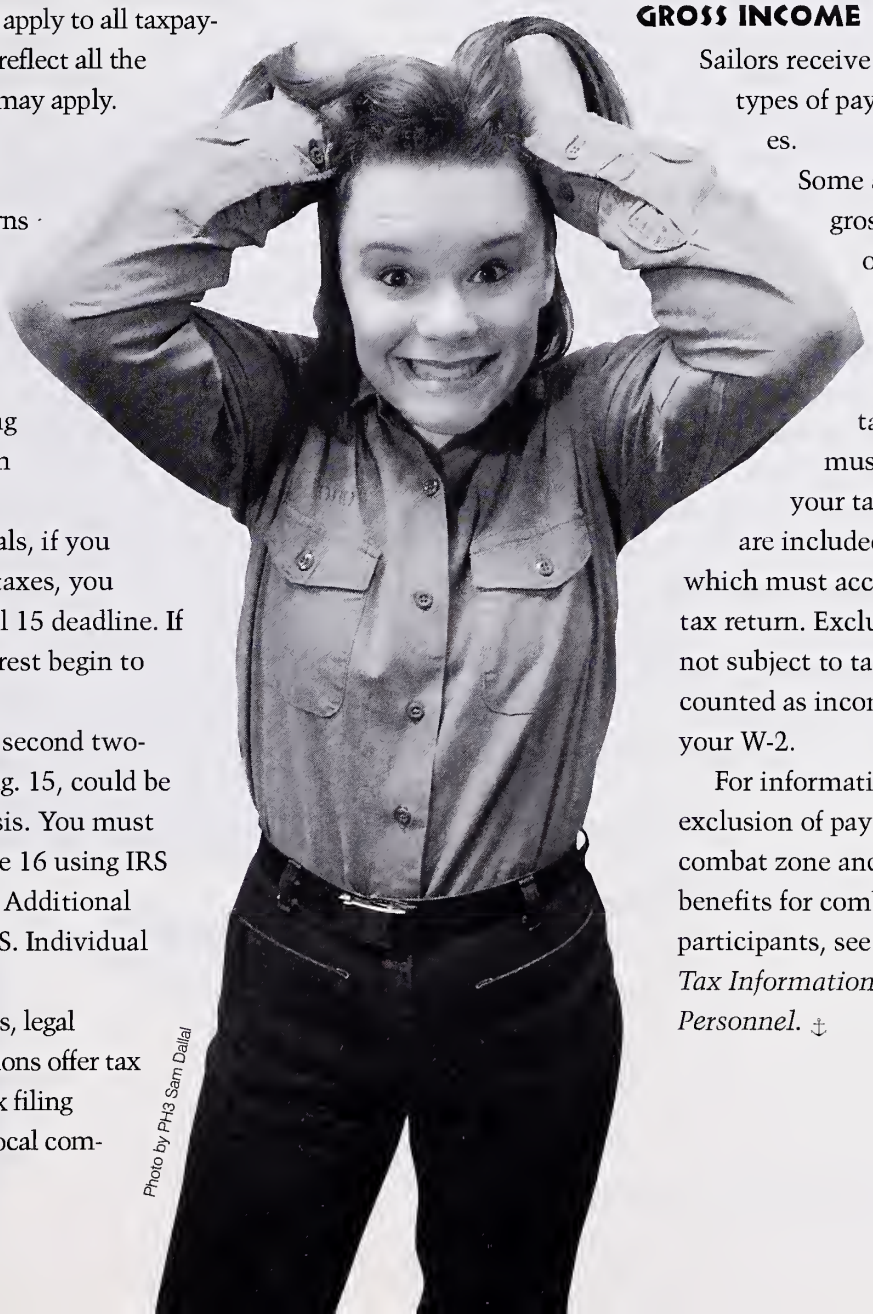


Photo by PH3 Sam Dallal

Navy personnel get their W-2 forms, which report earned income, in January. If you filed taxes last year, you should receive your tax instructions and forms, based on last year's filing, in the mail. If you've moved, the package may arrive after the filing deadline. To obtain forms and instructions, contact the IRS, check with legal services or call your local public library. Libraries usually have a book of tax forms that can be copied.

GROSS INCOME

Sailors receive many different types of pay and allowances. Some are included in gross income, others are excluded. Items that are included are taxable and must be reported on your tax return. They are included on your W-2, which must accompany your tax return. Excluded items are not subject to tax, and are not counted as income reported on your W-2.

For information on the exclusion of pay for service in a combat zone and other tax benefits for combat zone participants, see Publication 3, *Tax Information for Military Personnel.* ⚓

Time is running out. . .



Time may be running out for those Sailors who haven't filed a 1996 Income Tax Return. For Sailors who don't have the time to fill out the 1040 long form, there's another option. The electronic filing system (ELF) gives Sailors the option of filing their taxes electronically.

The Office of Navy Judge Advocate General says you should look into ELF if time isn't on your side. ELF reduces the number of tax-related problems encountered by Sailors. Best of all, there's no preparation or transmission cost to Sailors at military ELF sites.

Faster refund for taxpayer

Normally paper return must be mailed to the IRS. Sailors attached to deployed ships or remote overseas stations may have to wait two weeks or more before the IRS receives the return. Add another 40 days for processing and additional time to deposit the check into an account. All things considered, it takes approximately 45 days or more before a CONUS-based Sailor receives the refund check.

ELF refunds

All military ELF returns are transmitted electronically via modem to a stateside transmitter then retransmitted to the IRS. ELF returns are generally accepted by the IRS within 24 hours of the time you transmit them to the stateside transmitter. The IRS processes ELF returns using a weekly cycle. For ELF returns received by the IRS by a 12 p.m., Wednesday cutoff, the IRS will generally make a direct deposit of the refund by Friday of the week following the Wednesday cutoff. So a taxpayer whose return is received by the IRS at 8 a.m. on a Wednesday, will usually have access to the refund nine days later.

Direct deposit of ELF refunds

A direct deposit takes the hassle out of dealing with the refund check and is particularly worthwhile for deployed Sailors.

Accuracy

The accuracy rate is more than 99.9 percent. The average paper return is handled by more than a dozen IRS workers. An IRS worker takes the information off the paper return and keys it into the IRS' monster computer. It's no surprise that workers who spend 40 hours a week at such a task might make an occasional mistake or two. Those mistakes can result in a computer generated letter to the taxpayer who has to spend time and effort trying to correct the matter. Sailors who use ELF won't have as many tax-related problems.



File your taxes electronically

At-sea ELF

The feasibility of transmitting returns at sea via satellite has been proven. With ELF on a ship, a Sailor can file electronically during extended at-sea operations and still have his or her refund electronically deposited in their bank account about nine days later.

Sailor saves money

By providing ELF federal tax return services alone, Sailors save more than $100 per return on average. This figure does not include the value of assistance provided with respect to filing paper federal and state returns.



Source: Office of Navy Judge Advocate General

How much will outside help cost?

For Navy personnel who dread filling out tax forms, "VITA" might be the nicest four-letter word spoken during the tax season. VITA, short for Volunteer Income Tax Assistance, is a quality of life program that helps Sailors file their federal and state income tax returns electronically.

Preparing tax returns electronically offers faster refunds, fewer mistakes and money savings.

Last year, VITA personnel prepared more than 61,000 federal returns – that's 14.5 percent of all active-duty Navy – and 16,500 state returns. Because VITA is free, Sailors saved more than $5.7 million in tax preparation fees and received refunds of more than $42 million.

Listed below is an average of what it costs Sailors who get outside help filing their tax returns.



Photo by PH3 Sam Dallal

Commercial Fees at domestic sites

***1040 EZ**

Without Refund Anticipation Loan (RAL)
- $15.00 for tax preparation
- $25.00 for ELF

Total = $40.00

With RAL
-$15.00 for tax preparation
-$25.00 for ELF
-$50.00 for RAL
Total = $90.00

***1040A**

Without RAL
- $28.60 for tax preparation
- $25.00 for ELF

Total = $53.60

With RAL
-$28.60 for tax preparation
-$25.00 for ELF
-$50.00 for RAL
Total = $103.60

Commercial Fees at overseas sites

***1040EZ**

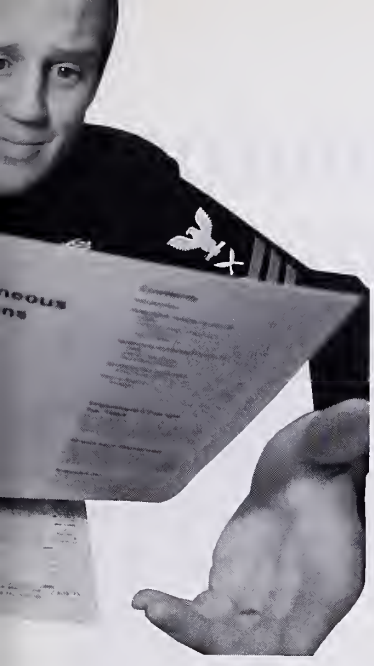
Without RAL
-$15.00 for tax preparation
-$45.00 for ELF
Total = $60.00

With RAL
-$15.00 for tax preparation
-$45.00 for ELF
-$50.00 for RAL
Total = $110.00

***1040A**

Without RAL
-$28.60 for tax preparation
-$45.00 for ELF
Total = $73.60

With RAL
-$28.60 for tax preparation
-$45.00 for ELF
-$50.00 for RAL
Total = $123.60



Free Navy electronic filing

Electronic Tax Filing (ELF) will be available at most CONUS shore installations and at more than a dozen overseas shore installations. It is also expected that nearly every aircraft carrier and submarine tender will offer ELF services. Below is a list of confirmed ELF sites as of our printing. Call the Naval Legal Service Office to find out if there is a site near you!

Navy Legal Service Office Sites

NLSO Bahrain
NLSODet.LeMoore, Calif.
NLSO Southwest, San Diego
NLSO Northeast, Groton, Conn.
NLSO Det. Guantanamo Bay, Cuba
NLSO London
NLSO Southeast Det. Cecil Field, Fla.
NTTC Corey Station, Fla.
NLSO Southeast Jacksonville, Fla.
NLSO Southeast Det. Mayport, Fla.
NLSO Southeast Det. Orlando, Fla.
CSS Panama City, Fla.
NLSO Central Pensacola, Fla.
NAS Whiting Field, Fla.
NLSO Det. Kings Bay, Ga.
NLSO Det. Guam
NLSO Mid Pacific Pearl Harbor
NLSO Sigonella, Sicily
NLSO Great Lakes, Chicago
NLSO Sasebo, Japan
NLSO Northwest Pacific Yokosuka, Japan
NLSO NAVSTA Roosevelt Roads, Puerto Rico
NLSO Newport, R.I.
NLSO Det. Rota, Spain
NLSO NAS Memphis
NLSO Northwest Bremerton, Wash.
NLSO Everett, Wash.

Afloat Legal Office Sites

USS *Independence* (CV 62)
USS *Kitty Hawk* (CV 63)
USS *Constellation* (CV 64)
USS *Enterprise* (CVN 65)
USS *John F. Kennedy* (CV 67)
USS *Nimitz* (CVN 68)
USS *Dwight D. Eisenhower* (CVN 69)
USS *Carl Vinson* (CVN 70)
USS *Theodore Roosevelt* (CVN 71)
USS *Abraham Lincoln* (CVN 72)
USS *George Washington* (CVN 73)
USS *John C. Stennis* (CVN 74)
PCU *Harry Truman* (CVN 75)
USS *Mt Hood* (AE 29)
USS *Seattle* (AOE 3)
USS *Detroit* (AOE 4)
USS *Simon Lake* (AS 33)
USS *Frank Cable* (AS 40)

Staff Judge Advocate Sites

Naval Air Facility, Adak, Alaska
Naval Air Weapons Station, China Lake, Calif.
Naval Support Facility, Diego Garcia
CINCUSNAVEUR, NSA, Souda Bay, Greece
NAS Barbers Point, Hawaii
Commander, Sub Forces Pacific, Pearl Harbor
NAVSTA Keflavik, Iceland
Naval Air Facility Atsugi, Japan
NAS Patuxent River, Md.
NAS Fallon, Nevada
Naval Administrative Unit Scotia, N.Y.
NAS Kingsville, Texas

Source: Office of Navy Judge Advocate General

Chief Warrant Officer spurns cancer diagnosis limitations

J. Michael Thomson is a 'mustang' — a Navy term for an enlisted Sailor turned officer. He's also a marathoner, a triathlete and a chemotherapy patient.

As a former E-9 and now chief warrant officer with almost 30 years in uniform, Thomson is assigned to the admiral's staff at the U.S. Commander-in-Chief Pacific Command, Hawaii, as an exercise and operations officer in telecommunications. He spent most of his Navy career in the submarine force.

Last December, three days after walking away with an "outstanding" on his annual physical fitness test, Thomson was diagnosed with cancer of the colon, with metastases to his liver, spleen and lymph nodes. Surgeons at Tripler Army Medical Center, Hawaii, immediately removed 80 percent of his colon, followed by four treatments of chemotherapy. He was given a prognosis of six to 12 months to live. That hasn't stopped him.

"Until that day, I didn't have a clue there was anything wrong with me," Thomson said. He had no symptoms, had competed in a triathlon on the islands earlier in the year and was in training for the Honolulu Marathon.



CWO4 J. Michael Thomson hasn't let a cancer diagnosis slow him down. As the spokesperson for the Cancer Therapy and Research Center, he encourages everyone to take care of themselves.

After receiving four treatments which arrested the growth of more malignant cells, he went to Brooks Army Medical Center, San Antonio, Texas, for chemotherapy treatment. He was put on "CPT-11," an oral form of chemotherapy. While at Brooks, people were amazed at the type of person Thomson was and the attitude he had.

He is still surprising those around him. Because his attitude is so

positive and his body so strong from a lifetime of athletic conditioning, his progress is better than expected.

When the Cancer Therapy and Research Center (CTRC) came knocking on Brook's door, looking for a national spokesperson for this year's Combined Federal Campaign, Thomson was nominated and selected. Now, he's on CFC posters across the country.

"The center provides cancer therapy and treatment for patients who may not otherwise be able to afford it," Thomson said. "They're studying me because I've made good progress. My prognosis is still poor, and I'm doing all the things I'm supposed to do, but I'm not dwelling on having cancer. I'm focused on everyday being a wonderful new day.

"I'm focused on every day being a wonderful new day."

– CWO4 J. Michael Thomson

For Thomson it's become the game of life — he's on the 50-yard line, and can go either direction, so why not go for the touchdown? Instead of being hopelessly swamped by a driving rain, come back out after half-time, and go for it. In that vein Thomson took a time-out recently and went to the Ironman Triathlon in Hawaii as a course marshall, something he's done for the last three years.

He's been a triathlete himself since 1990, competing in many events, and was on the first-place Navy team in the Maui Ironman-distance triathlon in 1994. "We established a course out in Maui and opened it up to everyone with the long-term goal to be the best in the world," he said. It was U.S. military members against other world and military members. To Thomson finishing first in the 1994 Triathlon was "a feather in the Navy's cap." As national spokesperson for CTRC's Combined Federal Campaign, Thomson stresses the importance of regular thorough medical check-ups, early detection and physical conditioning.

"Cancer is not biased — it's an equal opportunity disease. It doesn't care who you are or who you know," he said. "Young people typically think they're invincible, and hard-core athletes think their bodies are not susceptible."

Thomson used to think so, too. He even spent a short time wavering between denial and asking, "Why me?" But, at some point, he decided not to blame, not to grieve and not to be counterproductive.

His outlook on life has always been upbeat and he never took anything for granted. With the diagnosis of his cancer, he became more determined to absorb everything life has to offer. "I made a decision to focus on capturing life, to write, to travel and to take everyday with courage, enthusiasm and zest.



CWO4 J. Michael Thomson was a course marshall for the Ironman Triathlon in October, something he's done for the last three years.

"I'm competing with this disease, and I'll continue to compete with it, just to see who wins," he said. "If it does take me down, it won't be without a huge fight," he said.

A mustang is a bronco — a beautiful and hardy being — that bucks all limitations placed upon it and will not allow its spirit to be broken.

J. Michael Thomson is a mustang. ⚓

Story and photos by LuAnne Fantasia, a writer for the Fort Sam Houston News Leader at Fort Sam Houston Texas.

Program for Afloat College Education

Sailors sail toward degrees

Story by SN Anthony Silas

Avionics Technician Airman James Starnes, a Sailor aboard USS *Carl Vinson* (CVN 70), is taking a step in the right direction by taking a college algebra class. But his classroom is haze grey and on-station in the Arabian Gulf in support of Operation *Southern Watch*.

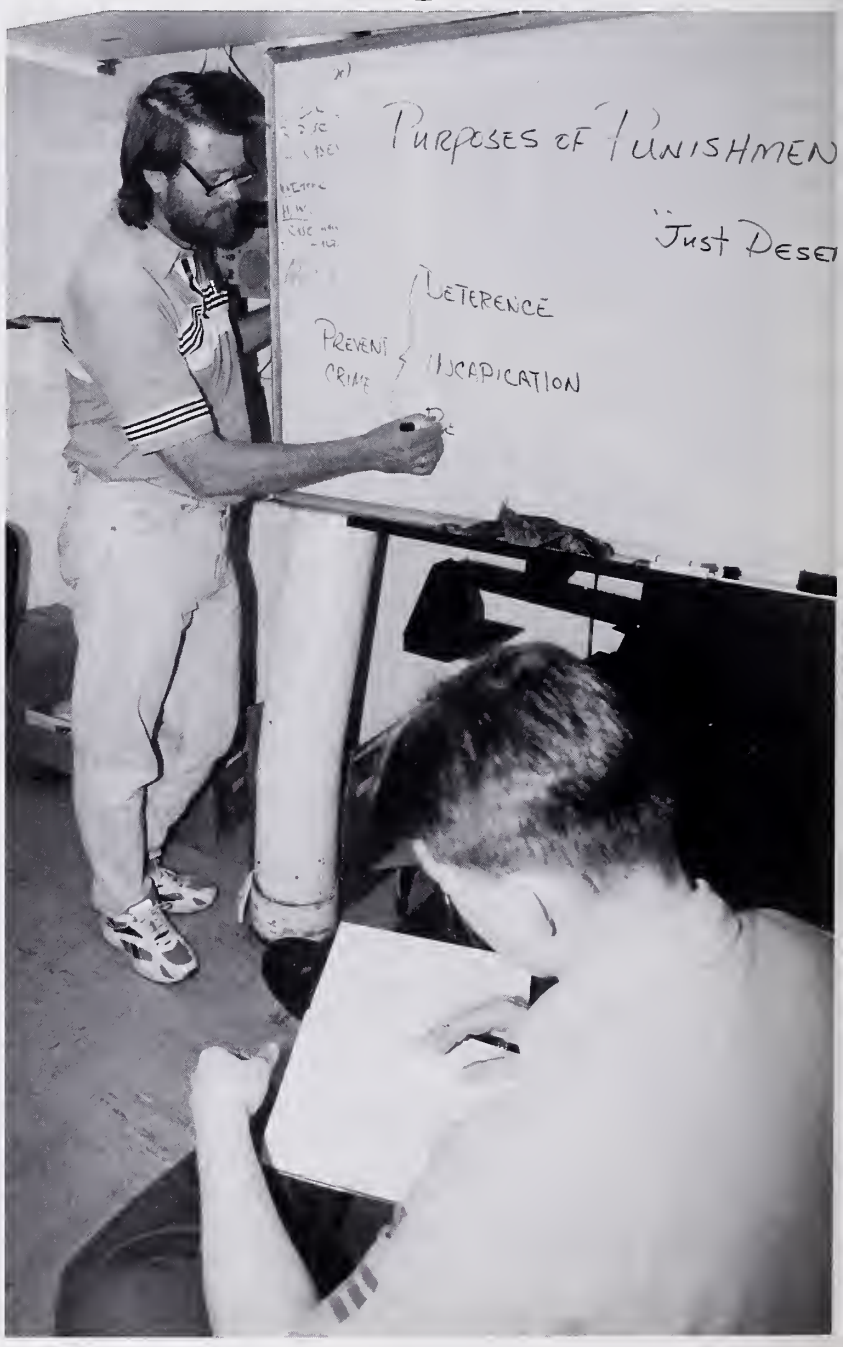
The course he is taking is part of the Program for Afloat College Education (PACE) program which allows Sailors to get college credits while deployed. He started the class with nine credit hours and plans to have 12 college credit hours when the ship returns stateside.

"I hope to pick up some college credits and further my education," said Starnes, of Richmond, Mich. "This will make it easier for me to go for a commission."

Starnes' start on a degree is a solid foundation to a successful college program for the typical first-term Sailor, said Chief Warrant Officer Rick Atienza, *Carl Vinson's* education services officer. "You have to start somewhere. Many Sailors put off starting college because of operational schedules, but with PACE, you can start or continue your education even when you are away from your homeport."

The deploying-education program started in 1967 with Central Texas College at Ft. Hood, Texas. The college offered educational opportunities to the soldiers based there and later branched out to other services. The college now serves U.S. military commands stateside and overseas.

PACE crossed *Carl Vinson's* brow in time for its Western Pacific (WestPac) deployment in 1994. Called PACE I, the first phase of the program put Sailors and Marines into instructor-taught courses, which are still



▲ On board USS *Carl Vinson* (CVN 70), PACE instructor Thad Johnson, of Central Texas University, begins his Criminal Justice course with a lecture about the purposes of punishment.

➤ OS3 Michael Biggles, a Brinson, Ga., native, studies his textbook during his Principles of Marketing PACE course on board USS *Carl Vinson* (CVN 70).

held aboard the ship. Central Texas College provides the PACE I courses.

Computer-based courses soon followed with PACE II. *Carl Vinson* and embarked Carrier Air Wing 14 use 14 computer work stations dedicated to making college courses accessible to Sailors who have a tight underway schedule.

Machinist's Mate 1st Class John O'Neil has taken six of the computer-based courses. "I'm the leading petty officer of my division," said O'Neil of Riverside, Calif. "My free time is varied. I can do the course at my own pace - in the middle of the night or during my lunch break. My work schedule causes me to miss the PACE I classes."

Instructor-based courses fall into two categories. "There are two basic programs. First, there's academic skills for Sailors who want to brush up on reading, writing and arithmetic. This is non-college credit," said Gary McMahill, a Central Texas College academic skills instructor. "The second category is the college level courses which give three or four credit hours each to those who pass."

Operations Specialist Seaman Geraldo Valero, embarked on *Carl Vinson* with Commander, Cruiser-Destroyer Group 3, said the instructor-based course will help him in the future. "I want to get a degree in chemical engineering, and this is a great way to start."

PACE II offers 27 courses in a variety of subjects including astronomy and business management. The courses are developed by George Washington University in Washington, D.C., The University of Oklahoma, Coastline Community College in California and Richland College in Dallas.

The computer courses give students a choice, and 85 days to finish, Atienza said. "PACE II is self-paced. Students can do the courses anytime they need to, which makes it flexible," he added.

Another incentive for PACE course, both versions, is cost. Tuition fees are paid for by the Navy, said Atienza. "All students pay for are the books. This is more economical than the courses offered at a regular college or university."

More than 200 *Carl Vinson*/CVW-14 Sailors have taken computer-based courses during this deployment, Atienza said. Four hundred have completed class-room courses. "We expect another 100 students in each before we hit Alameda," he said. "That's about 2,400 college credit hours during a high-tempo deployment. You can't beat that." ⚓

Silas and Megy are assigned to USS Carl Vinson's *public affairs office.*

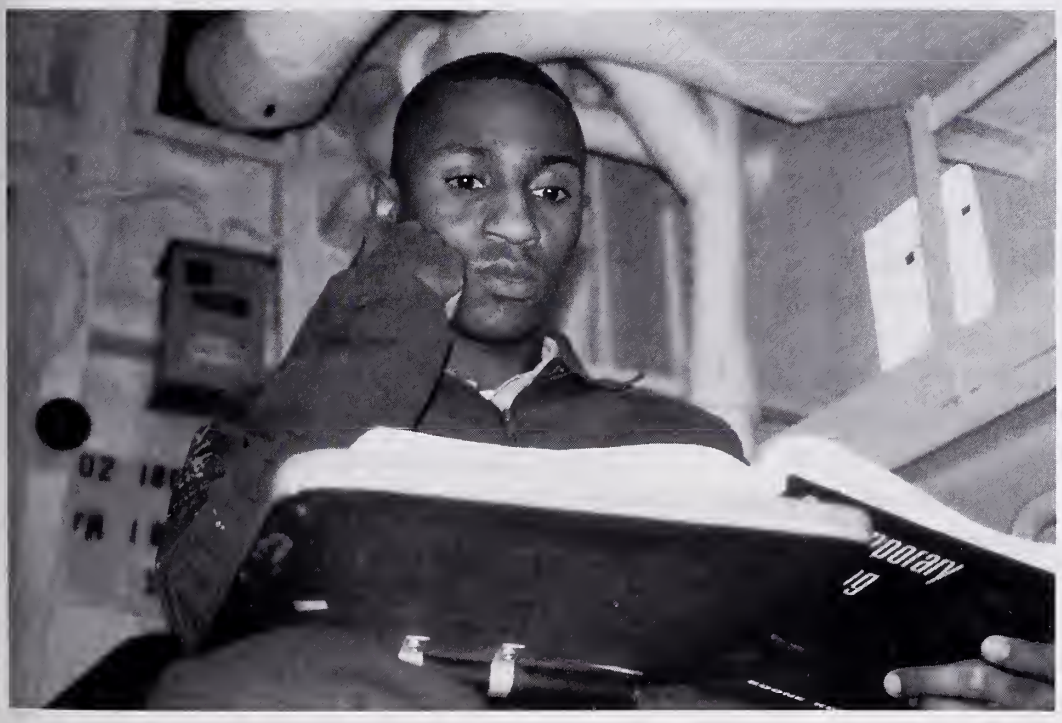


Photo by Seaman Anthony Silas

Around the Fleet

Sailors aid family in need

Barbers Point, Hawaii – In an era where crime, war and terrorism tends to make headline news, there is an increasing need for someone, somewhere, to restore one's faith in humanity.

A group of Sailors from NAS Barber's Point, Hawaii, recently provided a ray of hope by coming to the rescue of a family in need.

Jeannie and Uale Pogi faced a huge crisis.

As working class parents of a family of nine, the Pogi's struggled to make ends meet and the constrictive nature of their three-bedroom home was not conducive to caring for their 7-year-old daughter Anastasia. Anastasia, one of two surviving triplets, was born with cerebral palsy, scoliosis and a condition referred to as "water on the brain."

Late last year, volunteers from Barber's Point came to the rescue. Armed with hammers, tape measures and lots of stamina, Sailors donated their off-duty time, energy and expertise to build a downstairs shower and room extension for Anastasia. The work project was funded by the Department of Health and coordinated through the Goodwill's Partnership in Community Living Program, also known as Project Independence.

"The Sailors were very willing to donate their personal time and energy in light of ongoing missions," said Kathleen Sanders, Project Independence Program Coordinator. "They gave their heart, soul, sweat and blood to this program. It's incredible." ⚓



Photo by Jason Holm

BU1 Ronald Thompson provides "construction instruction."

Commander receives 'Straight Furrow Leadership Award'

Aboard USS John C. Stennis – He was honored by senators in the morning, had lunch with congressmen in the afternoon, went on private tours of the White House and State Department and attended a dinner banquet with powerful legislators.

It was all part of a historic two-day visit in Washington, D.C., for CDR Chuck Jefferson, an officer assigned to USS *John C. Stennis* (CVN 74).

Jefferson was chosen recently as the first recipient of the Straight Furrow Leadership Award. The annual award recognizes the Sailor or officer who best demonstrates the values and principles of honor, courage, commitment, foresight and integrity.

The trip, sponsored by the Stennis Center for Public Service, gave Jefferson the chance to gain a better understanding of the role Congress plays in setting national security policy.

"It's a great honor to be recognized...as the one who exemplifies what Senator Stennis stood for," Jefferson said. "It means a great deal to me. I'm honored."

"Effective leadership is directly proportional to the support and understanding provided by your seniors," said Jefferson. "[The crew] on *John C. Stennis* continuously provides this support and it enables my success. It's a tremendous honor to be the first recipient of this award. It's something I'll always remember." ⚓

90 *Boxer* Sailors reenlist aboard *Arizona* Memorial

Pearl Harbor, Hawaii – The early hours of Sunday, Dec. 7, 1941, were marked with pain and surprise when 183 planes from the Imperial Japanese Fleet appeared over the horizon to strike a disabling blow against the U.S. Pacific Fleet at Pearl Harbor Naval Base, Hawaii.

Almost 55 years later, 90 Sailors from USS *Boxer* (LHD 4) revisited the site to take part in the largest reenlistment ceremony ever held on the memorial.

When asked why they wanted to reenlist on board the *Arizona* Memorial, the reenlistees' responses seemed to come in unison.

There was a kinship between them and the Sailors who rested below, a continuation of a time-honored tradition of service to our country and the finest Navy in the world.

"It's a memorable place," said Radioman Seaman Christopher D. Nadolski. "There aren't too many times when your reenlistment comes up that you get the chance to come to a place as special as this." ⚓

Unlikely reunion aboard USS *Mount Whitney*

Aboard USS *Mount Whitney* – It came as a complete surprise. Who would think that three people from three different military units participating in the largest exercise of U.S. and United Kingdom troops since World War II would, by coincidence, get together for the first time in more than 20 years?

It was a high school reunion aboard USS *Mount Whitney* (LCC 20) for Master Chief Radioman (SW) Maggie Greene, CDR Elliot Powell and Air Force Maj. Norman Williams. All three attended General H.H. Arnold High School, a Department of Defense school with approximately 2,000 students of military families stationed in the area of Wiesbaden, Germany, during the mid-1970s.

Shortly after the ship began a recent 19-day underway period, Greene was walking through a darkened passageway. She heard a familiar voice behind her and turned around. It was Powell, an old high school friend she hadn't seen since he graduated in 1974. "I was in utter shock," said Greene.

An even bigger shock came when Powell suddenly came across Williams who was also participating in the *Combined Joint Task Force Exercise '96*.

After high school, Powell, Williams and Greene went their separate ways. Williams to the University of Florida, Powell to North Carolina Central University and Greene enlisted in the Navy. Eventually, Williams and Powell joined the military, but as time went on all three lost track of each other.



U.S. Navy photo

Three schoolmates from DODDs High School, Wiesbaden, Germany, had an impromptu reunion aboard USS *Mount Whitney* (LCC 20). From left: CDR Elliot Powell, RMCM(SW) Maggie Greene and Air Force Maj. Norman Williams all met during a joint training exercise after not seeing each other for more than 20 years.

When the classmates reunited, they immediately began sharing stories about other classmates. They reminisced about their old school, mutual friends and associates.

Since their impromptu meeting aboard *Mount Whitney* the three have attended a reunion of DODDs graduates in Washington, D.C. ⚓

Story by JOC Harry Kenyon who is assigned to USS Mount Whitney *(LCC 20) public affairs office.*

Around the Fleet

PACE helps students raise ASVAB scores



SN Carole McCoy and SN Melanie Varner raised their ASVAB scores after completing the PACE Basic Skills Program.

San Diego – Two Afloat Training Group Pacific Sailors dramatically increased their Armed Services Vocational Aptitude Battery (ASVAB) scores after completing the Program for Afloat College Education (PACE) Academic Skills Program,known as "PLATO."

Seamen Melanie Varner and Carole McCoy raised their scores by 34 and 26 percent, respectively, fulfilling their desire to qualify for enrollment in PACE college level courses.

"I learned about the program through our educational services officer," said McCoy, of Lufkin, Texas. "After I completed the program, I received a certificate and it was entered into my service record."

The task was not easy. PLATO is a time-consuming, rigorous computer program focusing on reading, language arts and math subjects. The program is designed to boost academic skills up to a 12th grade level. Then students are eligible for PACE college courses, advanced training or other self-development goals.

If Sailors take all three of PLATO's subjects, they can expect to spend about 10 to 20 hours each week on the computer.

"The program starts with what is called 'fast track testing' for each subject," said McElhaney. "The testing continues until the student misses five consecutive questions. Then, PLATO puts the students in the appropriate lesson module for study."

PACE courses, including PLATO, are overseen by Dr. Fran Kelly, Director of Navy Voluntary Education Programs at the Bureau of Naval Personnel, Washington, D.C. Since its inception in January 1995, PLATO has received a great deal of interest from Sailors. Currently, the program has about 600 students in the San Diego area alone, and there are plans for expansion.

"The program [was] slated to be on all ships by December 31, [1996]," said Kelly. "NAS Jacksonville, Fla. and Naval Amphibious Base Little Creek, Va., also have it and there are plans to establish 50 other learning centers worldwide by 1999."

For students, finding the time can be the biggest obstacle to PLATO's success, particularly for afloat commands. Given a typical ship's operating tempo, Sailors may be hard pressed to meet the required time period for completing PLATO. Kelly said consideration is being given to extending the time period.

As for Varner and McCoy, they're just happy to have completed PLATO's exhausting course work and anxious to continue their studies.

Varner, a Port St. Lucie, Fla., native, is currently striking for hospital corpsman and looking forward to taking some PACE college courses as well. ⚓

Story and photo by LT David Oates who is assigned to ATGPAC public affairs office, San Diego.

Land Sailors paint from the heart

Norfolk – Showing concern for city neighborhoods and the people who live there, crew members from various Navy ships and commands throughout the Norfolk area recently took part in this year's "Paint Your Heart Out" (PYHO) event. The PYHO projects focused on restoring and beautifying city homes, neighborhoods and landscapes.

Crew members from the submarine tender USS *Emory S. Land* (AS 39) participated in this year's project because a former command master chief of *Land*, Charles E. Smith Jr., felt the project was too good to pass up.

"The Hampton Roads community and the Navy has what you'd call a marriage made in heaven," Smith said. "Projects such as PYHO are an excellent illustration of what goes on every day throughout the Navy and the Hampton Roads area."



Photo by JO1 J.C. Womack

These volunteers didn't just "gundeck" the painting effort. They did everything required to get the property looking new as RM1 Cindy Marks demonstrated by chipping old paint.

Sailors from *Land* were assigned the Norfolk home of Inez Jiggetts. Her home, built in the 1920s, needed extensive work inside and out. Sailors fixed plumbing and electrical problems, made wooden repairs and pulled enough weeds from Jiggetts' yard to fill more than 40 large garbage bags.

"We didn't complain about not having time to help or because the job was too large," Smith continued "Our Sailors just wanted to help in any way they could. You see, life is God's gift to you. What you do with it is your gift back to God. I think these Sailors are using their gift very well," said Smith.

According to Electrician's Mate 1st Class Michael Blankinship, the effort demonstrated by naval personnel in the PYHO project sends a clear message to the community of the Navy's commitment.

"What many people outside of the Navy don't see are the 130,000 or more Sailors who quietly go out every single day, all across this nation, to help out their communities. That's what folks need to be aware of," Blankinship said.

People have taken notice. The PYHO project was a huge community relations success for the *Land*. The work accomplished by command volunteers still serves as a topic of conversation among neighborhood residents.

"The PYHO project was a lot of work," said Senior Chief Storekeeper Rosiland Friday. "But it was worth it just to see the look on Mrs. Jiggett's face when she saw the people in her yard working on her house. She was so appreciative. It's wonderful that so many people came to help me," Mrs. Jiggetts said. "It's not every day that young people will help us old folks out. It sure is nice to know that the Navy has that kind of people," she said.

⚓

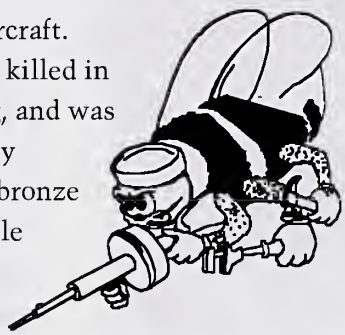
Story and photos by JO1 J.C. Mack who is assigned to USS Emory S. Land *(AS 39) public affairs office.*

Around the Fleet

Stetham celebrates 'Seabee Days'

Port Hueneme, Calif. – Ten months after commissioning at the Naval Construction Battalion Center in Port Hueneme, Calif., and entering the Pacific Fleet, USS *Stethem* (DDG 63) recently returned to its "birthplace" for the annual "Seabee Days" celebration.

Stethem is the only ship in service named in honor of a Seabee, Steelworker 2nd Class (DV) Robert Dean Stethem. Stetham was returning from an assignment in Nea Marki, Greece, in June 1985 when Palestinian terrorists hijacked the aircraft. Stetham was killed in the hijacking, and was posthumously awarded the bronze star and purple heart.



Stethem's Sailors participated in the celebration as both guests and hosts of the festival. Many of the Sailors participated in sporting competitions against local Naval Construction Battalion Center teams and took in the local sights during their off-duty time. A portion of the crew remained on duty to host almost 6,000 guests.

"This is one of the most successful events we've ever sponsored," said base spokesperson Linda Wadley. "*Stethem* is a very big attraction, and the public has been anxious for her return."

Stethem was showcased in San Francisco during Fleet Week. The ship is currently in the fleet training process preparing for her deployment next spring. ⚓



Photo by PH1 Ray Enriquez

Perry Sailors help city clean up bridge

Ogdensburg, N.Y. – In an unselfish display of volunteerism, 20 crew members of USS *Oliver Hazard Perry* (FFG 7) recently teamed up to assist the city of Ogdensburg, N.Y., with a bridge beautification project. Ogdensburg officials requested the ship's crew members help in refurbishing the aging bridge which runs through the small town along the Saint Lawrence River in upstate New York.

Perry crew members spent the entire day descaling, priming and painting the 120-foot long bridge. Once green, but now sky blue, the 100-year-old bridge handles foot traffic across the Oswegatchie River, linking two communities and 13,000 residents.

"If the Navy had not come in and painted our bridge," said Ogdensburg Mayor Richard Lockwood, "It's hard to say when it would have been done. We just didn't have the money."

"The most impressive part of this project is not that the men of the *Perry* saved our city thousands of dollars, but that all of these guys volunteered to do this. ⚓

ET3 Blake Cunningham of USS *Oliver Hazard Perry* (FFG 7) brushes paint on a 100-year-old walking bridge that spans the Oswegatchie River in Ogdensburg, N.Y.

California crew spends liberty call helping others



Photo by LT Ron Tomlin

Chaplain Tomlin and *California* crew members with the cadets of the Boy's Brigade Camp in Singapore.

Singapore – Although the primary mission of Sailors aboard USS *California* (CGN 36) is training for intense deployment operations as part of USS *Carl Vinson*'s Carrier Task Group, they have not forgotten their responsibility as America's goodwill ambassadors.

A week-long liberty visit to Hong Kong enabled 10 *California* Sailors to renovate the grounds of the Hong Kong Society for the Protection of Children in Mong Kok, Kowloon. *California*'s crew, led by the ship's Chaplain LT Ron Tomlin, cleaned walls, renovated drain pipes and provided landscaping services for the school which teaches 600 children.

The next day, 24 Sailors helped out the Hong Kong Association for the Mentally Retarded at Pinehill Village, Tiapo, New Territories. The work included painting and landscaping which improved safety for the children and enhanced the appearance of the facility. "They were very pleased to have us," said Tomlin, who organized the events. "It was a lot of work, but together we worked quickly and accomplished in a single day what would normally take weeks to do."

Another 24-member crew helped the Boy's Brigade Camp while in Singapore. In addition to extensive landscaping, cleaning and painting, *California*'s electricians rewired the facility which was in danger of being closed for failure to comply with proper electrical safety standards. Led by Electrician's Mate 1st Class Christopher W. Anderson of Lompoc, Calif., the Sailors ensured the camp would pass all electrical safety requirements.

Tomlin emphasized the importance of community relations projects by U.S. Sailors. "Our actions speak louder than words," Tomlin said. "If we can continue to lend professional expertise to [the people] of the countries we visit and save time and money in the process, we should do just that. We get into it and thrive on it." ⚓



Photo by LT Ron Tomlin

California crew members perform extensive landscaping on the Boy's Brigade Camp in Singapore.

Shipmates



Yeoman 3rd Class Angelique N. Ashley of Training Squadron (VT)23, (NAS), Meridian, Miss. was awarded the Navy and Marine Corps Achievement Medal for superior performance while serving as VT-23's Safety Department leading petty officer, legal yeoman and selection as Sailor of the Quarter, 4th quarter 1996.



Electronics Technician 1st Class (SW) Anthony Diianni was awarded the Joint Service Achievement Medal after distinguishing himself as a teletype maintenance technician assigned to Headquarters, Allied Forces Central Europe (AFCENT), the Netherlands, Circuit Management section from June 1994 to September 1996. Diianni, a native of Pittsburgh, is currently assigned to NAS Sigonella, Italy.



Hospital Corpsman 3rd Class (FMF) Jerrol B. Wallace was selected as Junior Sailor of the Quarter for the 4th quarter 1996. He is assigned to 2nd Medical Battalion, 2nd FSSG, Camp Lejueune, N.C. Wallace, of Atlanta, is a field medical technician for C Company. He was cited for field medical support that included emergency care coverage of a helicopter crash and deployment to Adazi, Latvia, for *Baltic Challenge* 1996.



Intelligence Specialist Seaman (SW) William Smith earned his Enlisted Surface Warfare Qualification (ESWS) onboard USS *Blue Ridge* (LCC 19). Smith, the youngest person in his shop, completed his qualifications in six months during the spring of 1996. *Blue Ridge* is Smith's first command. Smith made many sacrifices to gain time to complete the requirements for his ESWS.



Builder 1st Class Robert D. Newstead was selected as the 1996 Military Citizen of the Year, by the Chamber of Commerce, Williamsburg, Va. Newstead, a native of Granite Canyon, Wyo., was recognized for his support of the Partnership for Housing Program, a local school district. Newstead is assigned to U.S. Navy Cargo Handling and Port Group, Williamsburg, Va.

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Photo by PH2 Steven H. Vanderwerff

USS *Pogy* (SSN 647) breaks through the ice during SCICEX '96.



Photos by SN Anthony Silas



Name: AC2 Willie G. Cole

Assigned to: USS *Carl Vinson* (CVN 70), Operations Department, Carrier Air Traffic Control Center.

Hometown: Memphis, Tenn.

Job description: "I provide safe, orderly and expeditious operation of air traffic control."

Achievements: Assisted with launching and landing of F-14D Super *Tomcats* that escorted B-52 Strato-Fortresses during Operation *Desert Strike* in the Arabian Gulf, and trained division personnel in key air traffic control positions.

Best part of job: "It's a challenging and very rewarding rate. Learning something new all the time is the key part of air operations on a carrier."

Key to success: "Pride, dedication, commitment, teamwork and self-esteem."

Places visited while in the Navy: Oman; Hong Kong; Singapore; Yokosuka, Japan; Hobart, Tasmania; and Jebel Ali.

What does Black History Month mean to me?: "A chance to keep in touch with my ethnic heritage. It also gives African Americans a chance to see where they've been, and where they're going."

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Navy Teamwork at HM-14

March 1997

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Any day in the Navy 1997

May 8, 1997, is just like any other Navy day. That's why it's so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1997 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy, and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto to give an ordinary photo a fresh look. Shoot from different angles. Don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.



Photo by Barbara Burfeind

Photos must be shot during the 24-hour period of May 8. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and cutline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of indentifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at *All Hands* by May 30, 1997. Photos will not be returned.

Our mailing address is:
Naval Media Center
Publishing Division
ATTN: *All Hands*, Photo Editor
NAVSTA Anacostia, Bldg. 168
2701 S. Capitol St., S.W.
Washington, D.C. 20373-5819.

Address questions to the Photo Editor at DSN 288-4209 or (202) 433-4209.

Photocopy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

_____

_____

Photograph:

Time photograph was shot: _____

Caption (what the photo depicts): _____

_____

_____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns):

_____

_____

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ALL HANDS

March

Number 959

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Photo by JO2 Jeremy Allen

PAGE 14



McDonnell DouglasCorp. photo

PAGE 18



Photo by JO2 Jeremy Allen

PAGE 24



Photo by OS2 D. Kevin Elliott

PAGE 27

Features

4 Get ready for the advancement exam
Ten tips to help you prepare and the 10 things you should avoid before an exam.

6 New look for the Navy
New dungaree uniforms are being tested in the fleet.

8 Armed Forces Inaugural Committee
Sailors participate in the 1997 presidential inauguration celebration.

10 Airdale's dreams become a reality
Kennedy's maintenance officer is a pioneer in her field.

14 UTs: More than plumbers!
Take a look at the Utilitiesman rating.

16 *Enterprise* study helps Sailors slim down during deployment
Ship's Sailors participate in physical fitness study.

18 Super *Hornet* hits the deck!
The Navy's newest aircraft successfully completes initial sea trials aboard USS *John C. Stennis*.

24 The 'Doc' is in!
HMs have a long proud tradition in the Navy.

27 Squadron grows into 'one Navy' identity
Active-duty and Reserve Sailors work together to accomplish HM-14's mission.

33 P.T. Barnum was right ...
Knowledge is power to avoid being the victim of a scam artist.

On the Cover

AO2(NAC) Angela E. Bissonnette, an Indiana, Pa., holds up an SH-53's landing safety pins during a pre-flight check. Bissonnette is assigned to Helicopter Mine Countermeasures Squadron (HM) 14, Norfolk. Photo by PH1 D.L. Anglin.

Columns

2 **Charthouse**
40 **Around the Fleet**
48 **Shipmates**

Charthouse

BUPERS lists homebasing Fleet Concentration Areas

The Navy's homebasing policy continues to help Sailors "homebase" when and where the billet structure allows. This effort is being further integrated into regular detailing.

Homebasing is not a guarantee of consecutive tours in the same geographical area for the remainder of one's career.

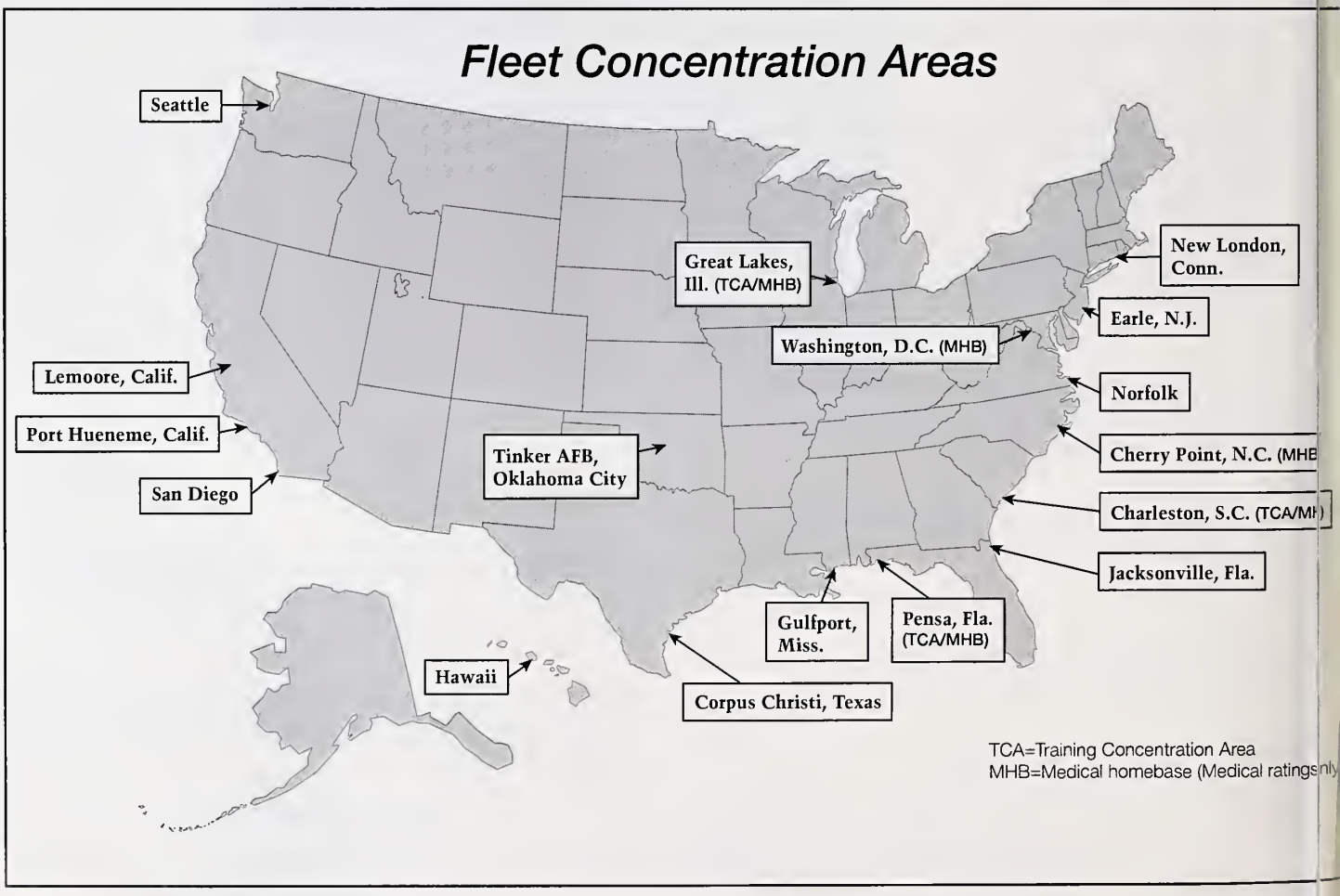
Fleet manning and readiness is the Navy's priority. Homebasing meets the Navy's quality of life goals by increasing geographic stability for Sailors and their families while reducing costs associated with permanent change of station (PCS) moves.

Homebasing is a continually evolving process with two major aspects: First, it allows Sailors to serve all sea tours and as many shore tours in the same Fleet Concentration Area (FCA) as existing billet structure will support. Second, it keeps Sailors in a given geographic area longer.

The Navy has approximately 66,000 E-4 through E-9 billets outside FCAs, including heartland and overseas billets. Because the billets are outside FCAs, Sailors should expect two out-of-area tours during a 20-year career. That equates to about 70 percent of the total time of a Sailor's career spent in the same FCA.

Out-of-area tours vary by rating, community, paygrade and Navy needs. Sailors should request their FCA based on community requirements in that area.

The FCAs, their inclusive area, and primary enlisted communities are:



— **Norfolk, Va.**: Dam Neck to Yorktown, including Portsmouth and Chesapeake. (Surface, air, submarine, medical, limited TAR)

— **San Diego**: San Diego to Camp Pendleton. (Surface, air, submarine, medical, limited TAR)

— **Corpus Christi, Texas**: Corpus Christi, Ingleside, Kingsville. (Surface mine counter measure force; limited air, medical, surface TAR)

— **Jacksonville, Fla.**: Jacksonville and Mayport, Fla.; Kings Bay, Ga. (Surface, air, submarine, medical, limited TAR)

— **Seattle:** All Washington State (Surface, air, submarine, medical)

— **Hawaii:** All Oahu. (Surface, air, submarine, medical)

— **Port Hueneme, Calif.**: Port Hueneme and Pt. Mugu. (Construction battalion)

— **Gulfport, Miss.**: Gulfport and Pascagoula, Miss.; New Orleans (Construction battalion, limited surface, medical, surface TAR). ⚓

Drunk drivers to be documented in fitreps, evals

The Navy and Marine Corps have taken another step against those individuals who drink and drive.

ALNAV 80/96 requires commanding officers to document all proven cases of driving under the influence (DUI) or driving while intoxicated (DWI) in the evaluation or fitness report of the individual involved.

The bottom line is, the Navy and Marine Corps will not tolerate drinking and driving.

For more information, pick up a copy of ALNAV 80/96 which contains the complete text of Secretary of the Navy John Dalton's message regarding the Navy's policy. ⚓

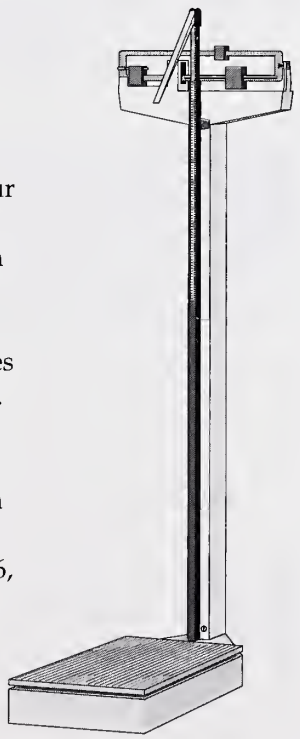
Navy releases Nutrition and Weight Control Guide

Because not every Sailor has an easy time meeting and maintaining body fat standards, the Bureau of Naval Personnel (BUPERS) recently released the Navy Nutrition and Weight Control Self-Study Guide (NAVPERS 15602A) to provide assistance.

Every member who measures out-of-body fat standards will receive this self-help guide from their Command Fitness Coordinator (CFC). It is designed to be self-paced and provides basic information on effective methods to safely lose weight through proper diet and exercise.

The manual can be downloaded in Word Perfect 6.1 format from BUPERS Access and the BUPERS homepage on the Internet. In BUPERS Access it is located on the main menu under "Files for Download." BUPERS homepage can be accessed on the World Wide Web at <www.navy.mil/homepages/bupers>.

If you are unable to enter BUPERS Access or the homepage, BUPERS will send you a copy on disk. To receive a copy on disk, send a clean, formatted 3 1/2 inch disk, and a self-addressed, return label to BUPERS, PERS-601C, 2 Navy Annex, Washington, DC 20370-6010. Printed copies may be ordered through the Navy Supply System (stock number 0500-LP-0098780).



Training on the use of the manual is available for CFCs as part of the Healthy Lifestyles Forum (HLF). HLF is a four-hour training session held quarterly on the Chief of Naval Education and Training Electronic Schoolhouse.

Remaining HLF training dates for FY97 are May 30 and Sept. 5. Quotas may be obtained from a variety of training sites.

Additional information and a list of training sites may be obtained in NAVADMIN 282/96, or by calling LT Leslie Cox, BUPERS Nutrition Programs Officer, at 703-695-4058 (DSN 225). ⚓

Top 10 tips to do well on advancement exams

1 "Use the whole three hours, use time wisely in taking the test (actually, take the test four or five times:
— Read through the exam;
— Answer the questions you know;
— Make educated guesses; and
— Look for obvious mistakes as your first answer is not always the right one."

JOC(SW/AW) Steve Strickland
Naval Media Center, FSD, San Diego

2 "Do like I did. Hunt down and make copies of every publication in the bibliography and put it in a single binder with a copy of the bibliography on the cover. Review these publications every chance you can. Find the references to other publications also and add them to the bibliography list and the binder. When you feel comfortable with the information put a check next to each one till you've finished them all."

ENS Jerris L. Bennett (aced QM1 exam)
USS **Arleigh Burke** *(DDG 51)*

3 "Concentrate your study in the rate training manuals (know the rate training manuals)."

IC1(SW) Charles Rouse (aced IC1 exam)
Naval Media Center, FSD, San Diego

4 "Start studying two months in advance. Leave plenty of time to study each subject."

CEC Ivan J. Burkett
NMCB-7,
Gulfport, Miss.

5 "I recorded notes from my rate training manual on tape and would listen to them in my car, on my walkman or whenever I had some spare time."

DT2 K. H. Kuedituka
Los Angeles

6 "Try to get a variety of duties within your rating. The more exposure you have to the various responsibilities Sailors in your rating have, the more likely you'll be able to understand it and put these aspects of your job in context."

JOC(SW) Michael B. Dean
NROI, Det. 206, Washington, D.C.

7 "Convince yourself that getting promoted is something you really want, then don't make excuses for not committing yourself to the accomplishment."

DK2 Gregg Liceradle
PSD/Disbursing, Naval Station San Diego

8 "When you close the books after a night of reading, keep mentally reviewing the material you studied while you get ready to go to sleep. Believe in a little luck, but don't forget the preparations you've made will only increase the odds of you getting advanced."

DK2 Gregg Liceradle
PSD/Disbursing, Naval Station San Diego

9 "Go back and review the rate training manual and eliminate any outdated information using current instructions."

DT2 K. H. Kuedituka
Los Angeles

10 "Make the time to study. Going on a long trip? Take your rate training manual with you. Watching your favorite TV program? Read a couple of paragraphs during each commercial. Keep your manuals next to the couch in your living room. It's a strategy that worked for me."

JOC(SW) Michael B. Dean
NROI, Det. 206, Washington, D.C.

TEN WORST THINGS YOU CAN DO PRIOR TO TAKING AN EXAM

The following tips are offered for those personnel who DO NOT want to advance off the Navy-wide advancement cycle.

1 Don't use the current rating bibliography. Guess what the exam might cover.

2 Wait until the last week prior to the examination to begin studying. It keeps the material fresh in your mind.

3 When in doubt, always choose the answer "C."

4 A good night's sleep the night before doesn't help. A semiconscious state helps you recall information.

5 Never use a study group. Helping a shipmate learn advancement information will not prepare you for the test.

6 Remember, warfare specialties, personal awards and earning degrees are outside activities that do not increase promotion opportunities.

7 Don't worry about performance marks, since they have no impact on promotion.

8 You get points for being the faster finisher of the rating exam. Don't bother to carefully read the exam or your answers.

9 Some rates permit the use of dividers, calculators, maneuvering boards or special material during the examination. The Educational Service Officer has all of these items, so don't bother checking beforehand if ESO has the items or will allow you to bring your programable computer to the test site.

10 Take your time getting to the examination. Not bringing your identification card or being a few minutes late doesn't matter.

These tips came to us from the Chief's Mess at Naval Surface Warfare Center Indian Head, Md.

New look for Navy?

Story by JO2 LoraLei Bish

The well-known look of bell-bottomed dungarees may soon be "out of style" for the Navy. The reason for the fashion fracas is a six-month "test" of two new types of dungaree uniforms worn by the Navy's junior enlisted Sailors aboard ships, including the aircraft carriers USS *Nimitz* (CVN 68) and USS *John C. Stennis* (CVN 74).

Master Chief Electrician's Mate (AW/SS) Steven R. Hillis, *Nimitz*'s command master chief, said the ship was chosen because, "an aircraft carrier fits the bill, since it has such a wide variety of jobs with the aircraft, power plants and a huge amount of shipboard maintenance. *Nimitz* also has a fairly large percentage of women in its crew compared to most ships in the area, so the board can test the uniforms on both men and women in the same work situations."

The new apparel is being worn by 124 Sailors. One set is described as being similar to a set of Dickies-brand work pants and shirt, the shirt being of a lighter color blue like traditional dungarees. The other uniform features jean pants comparable to a pair of Levi-brand 501s.

Hull Technician 1st Class Shelly Rawson, of *Nimitz*'s Engineering Department's Repair Division, said she gets bombarded with questions everywhere she goes on the ship. "They want to know how they fit, feel, how well they wash, everything! It's still a little too early to tell which of the two types of working uniforms I prefer; they are both so comfortable to work in," she said.

Rawson noticed some differences in the uniforms. "For example, the women's shirt has a snap at the top of the collar, where the men's still has a button," said Rawson. "And the gig lines don't match on the women's uniforms, but they do on the men's."

> ***"These new uniforms are great. They're easy to bend in, work in – they don't tear easily."***
>
> **– AB3 Patrick Freitas**

Aviation Boatswain's Mate 3rd Class Patrick Freitas, of the Air Department Fuels Division, is all for the new look, saying that a change for the Navy has been a long time coming.

"These new uniforms are great. They're easy to bend in, work in and they don't tear easily," he said. "If you get grease or something spilled on them it seems to wash out well without staining or fading the fabrics too much.

"Personally I hope they choose one of these two new uniforms for the fleet, and I'm especially glad they allowed us to help with the elimination process," said Freitas.

Hillis agreed with Freitas: "I think it's important to allow the Sailors who will be working in them to wear them before the decision is made and allow them to express their opinions and preferences."

Master Chief Gunner's Mate Phillip R. Montgomery is the senior enlisted person on the West Coast uniform selection board.

Montgomery expects to see some changes in the near future in Navy uniforms, especially in the pockets and bell bottoms, but the overall goal of the board is to improve the quality of the garments today's Sailors are wearing. ⚓

Bish is assigned to USS Nimitz *(CVN 68), and Shade is assigned to USS* John C. Stennis *(CVN 74).*

Sailors aboard USS *John C. Stennis* (CVN 74) compare the traditional bell-bottom Seafarers to the proposed utility uniforms being wear tested aboard Navy ships. MS3 L.C. Fleming wears the old dungarees. FN J.A. Burnett and AK1(AW) P.A. Brooks model the new uniforms.


CVN 74

Armed Forces Inauguration Committee

From Washington to Clinton ... Sailors support presidential inauguration

Story by J03 Raina Williams, photos courtesy of AFIC



▲ President William Jefferson Clinton and family are escorted by Maj. Gen. Robert Foley, Chairman, Armed Forces Inaugural Committee, down the East Front Capitol steps for the Presidential Escort pass in review.

Imagine an inauguration with all the pomp and circumstance. Think of the colorful parade with the procession of military bands, floats and brightly dressed marchers who fill the streets as thousands of spectators watch all the pageantry. An American president is sworn in while the entire world watches. Have you ever wondered who puts all of this together?

An American president is sworn in while the entire world watches. Have you ever wondered who puts all of this together?

Each April, before a presidential election, a joint task force, representing all five branches of service, is formed. The Armed Forces Inaugural Committee (AFIC) plans, coordinates and provides military support for the Presidential Inauguration and other inaugural events throughout the entire period. The military has provided this type of support since George Washington came into office more than 200 years ago.

Of the 819 service members assigned to this AFIC, 189 are Navy personnel – 37 officers and 152 Sailors.

According to Personnelman 2nd Class Woodrow Arrington Jr., of Belhaven, N.C., "Learning the different protocols of the various branches is a new experience for me. I've never done anything like this before." Arrington manages the clerical staff at the command.

Ratings on the AFIC range from hospital corpsman to illustrator draftsman. Sailors work in jobs such as personnel, operations and security, logistics and communications. There are also special staffs including legal, medical and safety advisors. A motor pool provides transportation for special guests.

Twelve reserve Seabees from Mobile Construction Battalion 23, Fort Belvoir, Va., helped restore the building where the committee is located in only six days - an assignment that would have taken one man 90 days to complete. In many cases, the Sailors are cross-training, doing their jobs and the comparable jobs of other services.

Sailors are chosen to serve on the AFIC in several ways. Some request the assignment, while others are selected.

Illustrator Draftsman 3rd Class (SS) Matthew Christy said he was surprised to get the news about his selection.

"It was the fastest PCS transfer



▲ The Navy Platoon, United States Navy Ceremonial Guard, marches as part of the Presidential Escort down Pennsylvania Avenue.



Photo by PH2 Ephraim Rodriguez

▲ Behind the scenes, Sailors perform various roles. SN Kay Franke, a St. Louis native, was a driver for the committee.

I'd ever been through," said Christy. He hopes to use the experience he's gained working with the AFIC at future joint-service commands and in supervising younger Sailors.

Hospital Corpsman 1st Class Courtney Forbes was selected for the AFIC while attached to the branch clinic at the Washington Navy Yard, Washington, D.C. "At first I was skeptical about what the job entailed," explained the Gaithersburg, Md., native, "but once I got here and got an idea of exactly what I'd be doing, I found it quite interesting."

Forbes planned and organized first aid stations at both the inaugural parade and the swearing-in ceremony. The stations are set up primarily for active-duty personnel, but serve everyone in an emergency.

Since many of the Sailors work in an independent environment within AFIC, they are grateful for the opportunity to develop sharper leadership and supervisory skills.

"I've had the opportunity to develop and show what leadership abilities I have," said Christy. "It showed me what I was capable of." Christy was the only graphic artist during the first three months at AFIC. He supported the entire graphics division by creating visual aides for command briefs and providing layout and design for the AFIC's newsletter.

The next time you watch an inaugural parade, remember who's behind the scenes, pulling it all together. ⚓

Williams is a staff writer assigned to All Hands.

Airdale's dream becomes reality



Story By LT Pamela Warnken, photos by JO1 Michael Hart

Women fighter pilots usually get the "pioneer" label, but behind the scenes in naval aviation, women like CDR Ruth Forrest, earn that distinction with little fanfare.

Forrest's career-long dream recently became very real when she became an Aircraft Intermediate Maintenance Officer (AIMDO) aboard the aircraft carrier USS *John F. Kennedy* (CVN 67), homeported in Mayport, Fla.

"Women coming into the Navy today can soar if they work hard," Forrest said. "But remember, gender exclusions have fallen by the wayside only recently."

Forrest excelled [as a plane Captain]... working on a busy flight line and preparing Navy jets for missions. Even today, it's highly prestigious when a young Sailor makes plane captain.

Many of these exclusions stood squarely in Forrest's way for 17 years. Qualifying for department head duty on a carrier of about 4,000 people demands a solid record of sea time and success at tough assignments. Forrest said Pentagon screening boards look at people's records and decide who gets these jobs worldwide.

"Because of combat restrictions, I didn't have the opportunity to get the sea time that men readily get. So, I had to try other ways to qualify." During her 19 years in a Navy uniform, she obtained the "ticket punches" for her career pinnacle — duty on one of America's 12 aircraft carriers.

Born in Little Rock, Ark., and raised in Wichita, Kan., Ruth Forrest didn't come from a military family. "When I first mentioned it at age 18, my mother was appalled. She said [going into the Navy] would give me a bad reputation."

But in 1974, the year before Forrest enlisted, she worked two and three jobs, lived on her own, and made $3,900 that year. By comparison, Navy pay seemed high to her; and the G.I. Bill was an "unimaginable bonanza. In the Navy, I'd learn a trade and get paid more than minimum wage, and I wasn't even going to have to pay rent. To me, it was well worth four years of 'indentured servitude,'" she said.



CDR Ruth A. Forrest , AIMD officer aboard USS *John F. Kennedy* (CV67), examines an S-3B *Viking* auxiliary power unit with ADAN Ron Mentore, a Queens, N.Y. , native.

So in 1975, at age 23, Forrest went to boot camp. Women made up 2 percent of the Navy then, compared to about 12 percent today; and they were still nudged into clerical and medical jobs. But she was on the brink of change. Once there, Forrest's company commander designated her platoon as one to be trained in aviation support. He called them 'airdales.'

"We didn't even know what that was," Forrest said, but she found out fast. Her first job was at NAS Meridian, Miss., in a squadron flying Navy T2-C trainers. "They gave the women a chance and no one was badly treated, though the male supervisors weren't sure how to deal with us," Forrest said. "The consensus was that we had joined the Navy to get married."

Forrest excelled, becoming one of the Navy's first female plane captains, working on a busy

flight line and preparing Navy jets for missions. Even today, it's highly prestigious when a young Sailor makes plane captain.

Moving on to Chesapeake, Va., Forrest's savvy grew. There, she became the Navy's first "crash captain" at a naval landing facility. Growing more attuned to the Navy's promotion system, she worked hard to finish her college degree and soon was accepted to Officer Candidate School.



Upon commissioning as an ensign in 1980, a woman's only opportunity in an operational flying squadron was in P-3 *Orions*, a propeller plane that's still the Navy's primary maritime patrol aircraft. In all of naval aviation, only two squadrons were open to women officers then. Male aviators who got orders to those dreaded it, Forrest said, thinking that women would drag them down.

"Gender restrictions were very strict then. It sounds like dinosaur bones when you hear it now — which is amazing because 1980 wasn't that long ago." Forrest said her only choice was to charge in, using a strategy of humor. Behind the comic exterior, Forrest was acutely aware that she was under a microscope. "Everyone was waiting for me to trip."

In time, she won the men over with a mixture of competence and wit. It wasn't long before she moved on to maintaining high performance carrier jets, earning her

"I've always found that organizations welcome people who strive for the best. Aircraft maintenance is hard work. But when you do it well, your gender just doesn't matter."

– CDR Ruth Forrest
AIMDO, USS *John F. Kennedy*

selection as a maintenance officer in an A-6E *Intruder* squadron. The attack pilots she worked with were at land bases for their initial "fleet replacement squadron," required before flying from carriers. This provided Forrest with a way to reach her own goal of carrier duty, but she had to get "sea time."

The male *Intruder* pilots in her squadron flew short stints to carriers at sea to prove they could safely launch and land their jets on the carrier deck. Forrest immediately volunteered as detachment maintenance officer on all these trips. She did 15 total trips during her tour, getting sea time on eight different Navy carriers.

In 1994, when Forrest went to a Japan staff, getting sea time was still paramount in her mind. Last summer, she went afloat on USS *Independence* (CVN 65), shadowing the maintenance officer during Exercise *Cobra Gold* with Thailand's forces. This enhanced her earlier sea experience because, back when she was with the *Intruder* aircrews, no full-complement air wing had been embarked. Seeing how an entire air wing and the aircraft carrier's crew mesh in real world operations was crucial.

"JFK" isn't a cushy, coffee-sipping desk job for Forrest. She directs the work of about 300 people. Her maintenance shops furnish aircraft components, equipment and maintenance services to keep 70 aircraft flying, day and night.

"People don't normally see these workshops," she said. The aircraft hangar bay and the flight deck lined with planes — these are the 'glamour spots' of the carrier. "There's a constant stream of aircraft components required to keep aviation squadrons in business out in the midst of a watery nowhere. Forrest runs a jet repair shop, an engine test cell and air frame repair shops. She furnishes heavy-duty tractors and other equipment to move huge F-14 *Tomcats*, F/A-18 *Hornets* and other jets around the carrier deck. Her electronics experts fix avionics gear — radio, radars, video displays, etc. Essentially, the lives of aviators depend on the quality workmanship coming from Forrest's department.

It's been a long road for Forrest. "I've always found that organizations welcome people who strive for the best. Aircraft maintenance is hard work. But when you do it well, your gender just doesn't matter." ⚓

Warnken is a Reserve public affairs officer for Commander Fleet Air Western Pacific.

MORE THAN PLUMBERS

Story by JO2 Jeremy Allen

From the first battalion commissioning in 1942 at Camp Allen, Va., to the mountains of Bosnia, Seabees have worked and fought around the globe.

Whether construction electricians, mechanics or equipment operators, Seabees "can do." Their motto says it all — "We build, we fight."

The first Seabees came from civilian construction trades and were placed under the leadership of the Navy's Civil Engineer Corps. They went into deserts, jungles or mountains to clear the way for others to fly, drive and run into battle.

Since the Seabees incorporate seven different rates, it's sometimes common to learn other jobs. One of those jobs is the utilitiesman or UT.



Photo by PH2 Douglas F. Mooney

"The only thing I wanted to be was a Seabee," said UT3 Eric M. Coder, assigned to Construction Battalion Unit (CBU) 422 at Naval Station Anacostia, Washington, D.C. "I picked the UT rate and I love it."

"We install and repair plumbing, air-conditioning, refrigeration and water and sewage lines," said UCCM(SCW) John R. Thomas, the E-8 and E-9 Seabee detailer at the Bureau of Naval Personnel. "The best part of the rate is the variety of things you can do or try."

"As a utilitiesman, I'm really a jack of all trades," said UT3 Jerry R. King, assigned to CBU 403 at

◄ UT2 Penny Peterson cleans her M-16A1 rifle in preparation for the Seabees supporting Operation *Joint Endeavor* in Bosnia. Perterson is attached to Naval Mobile Construction Battalion 133(NMCB-133).



PH1(DV) William L Krumpelman II

▲UCCM Michael R. Oliver of Underwater Construction Team 2 drills holes in the coral bed alongside an underwater cable to install clamps to stabilize the cable at the Pacific Missile Range facility off Kauai, Hawaii. Utilitiesman and Construction Electricians become UC at paygrade E-9.

Naval Station Annapolis, Md. "I'm mainly a plumber but I can help builders (BUs) and even pour concrete. UTs get the best of both worlds," added King. "We [go on exercises] in the field with the Marines, as well as [work in] the desert and the woods."

"I'd rather be a UT than any other rate in the Navy," said UT2 Jean B.M. Espiritu, also assigned to CBU 403. "No matter what we lack in materials or time, we always have the 'can do' attitude.

"An attitude is what I had," said Espiritu. "But now I've learned to get rid of the attitude and do my best."

"Always sign your name to your work," said King. "Do your job as though you are putting your actual name on it."

"Sailors will always need plumbing and sewage services, so UTs are definitely in demand," said UT1(SCW) Johnny R. Shields, assigned to CBU 403. "Take away a UT and see how bad they'd be missed. For me a UT stands for 'unlimited talent.'"

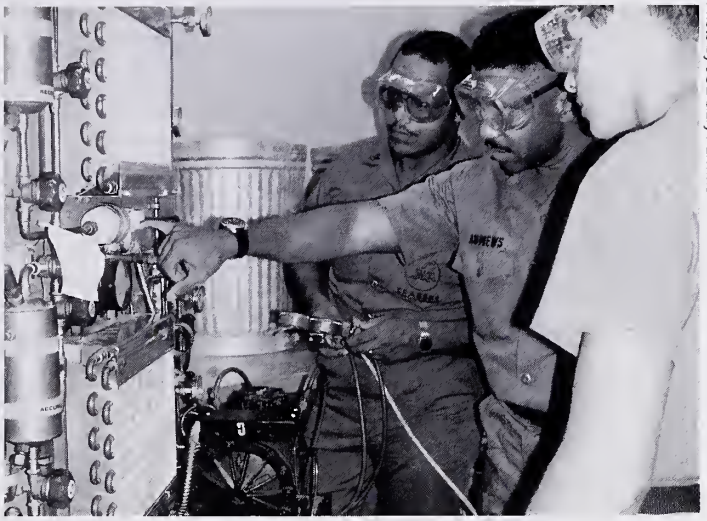


Photo by JO2 Gary Palermo

▲ Naval Construction Training Center instructor UT1 Eric Andrews demonstrates the workings of an air conditioning and refrigeration system to UT2 Edward Green and UT3 Cory Miller during the basic Utilitiesman training portion of the NMCB-74 Civic Action Team's homeport training in preparation for deployment to the island of Yap.

"Our job is pretty technical," said UT2 Mark A. Case, assigned to CBU 422. "Not everyone can do our job. You have to know more than just fitting pipes together."

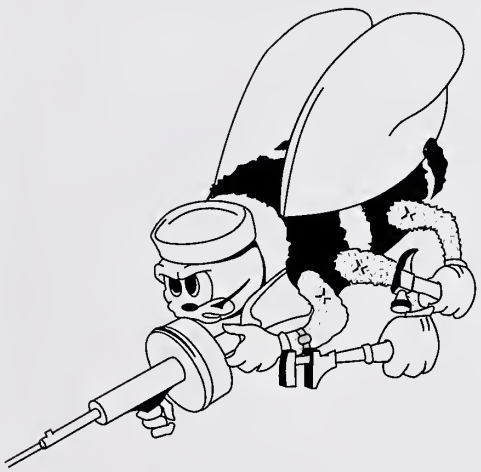
"So, if you like a job that picks your brain, keeps you thinking, keeps you on your feet and gets a lot of hands-on work, the UT rate is for you," said King. "To me, all Seabees are the same — the jobs may vary, but we're all one big family." ⚓

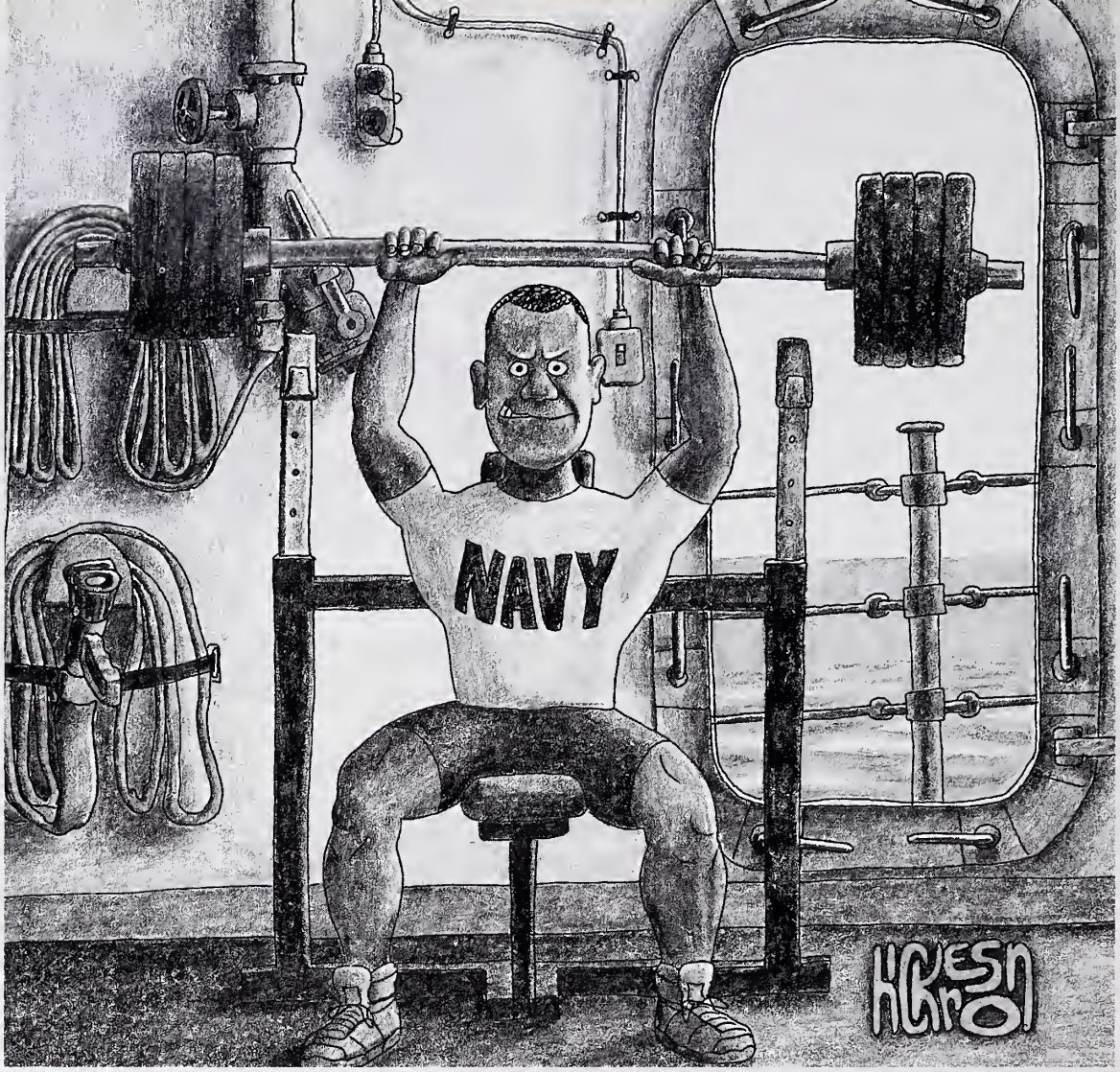
Allen is a photojournalist assigned to All Hands.

▼ UT2 Eric L. Colbert assigned to Seabee Unit 403, a native of Cincinnati, demolishes an old sprinkler system at Naval Station Annapolis, Md..



Photo by JO2 Jeremy Allen





Enterprise study helps deployed Sailors slim down

Story by J01 Ron Schafer

Losing weight is a difficult proposition for anyone. Compound the normal obstacles of a weight loss program with the rigors of a six-month deployment aboard an aircraft carrier, and some would wonder if it could be done at all. Well, don't lose hope — help may be on the way.

During USS *Enterprise*'s recent Mediterranean deployment, a study was conducted to explore the feasibility of a six-month standardized shipboard weight control program.

According to CAPT Karen E. Dennis of the National Naval Medical Center, Bethesda, Md., the hypothesis of the study was that a standardized, multifaceted lifestyle modification approach to weight loss could be implemented on ships.

Dennis believes this will help Sailors comply with weight and physical readiness standards, reduce risk factors for cardiovascular disease and lower obesity-related expenses to a greater extent than the current command-level remedial program.

Dennis said both the physical readiness and the economic implications of the research are important because of the impact to Navy policy, the health and well-being of its personnel, and the Navy's ability to meet mission requirements.

"Sailors who fall out of standards face not only health risks, but career risks."

– CAPT Karen E. Dennis
National Naval Medical Center, Bethesda, Md.

"Sailors who fall out of standards," said Dennis, "face not only health risks, but career risks as well. We wanted to find out if this (deployment) was a good time to try and lose weight."

To implement the study, LT Brenda Adams, a Navy dietitian from Naval Medical Center, Portsmouth, Va., deployed with the ship.

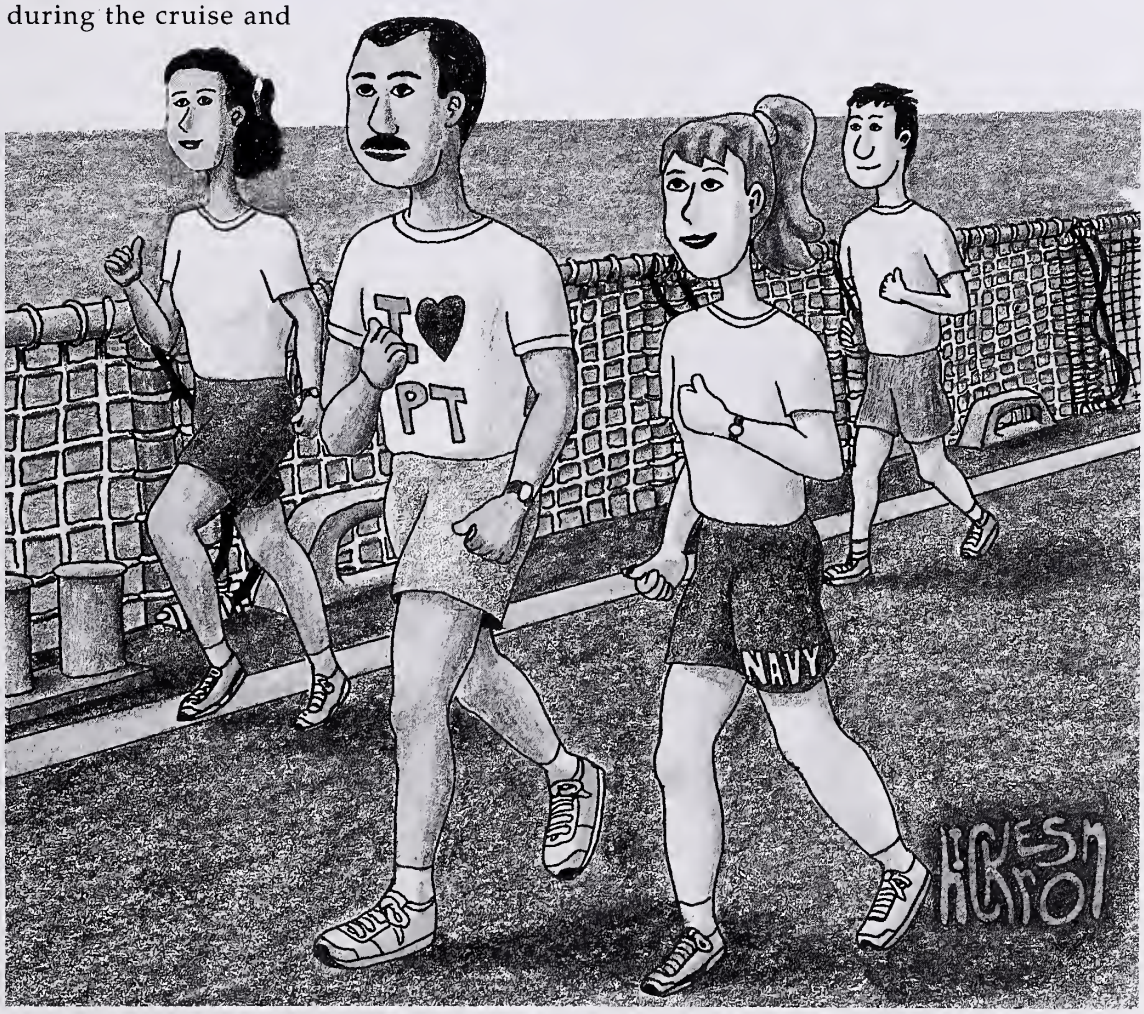
Using 40 crew members who were near or out of standards, Adams set up two groups. The "control" group committed to losing weight on their own during the cruise and were not monitored. The "treatment" group worked closely with Adams through counseling sessions consisting of information on nutrition, eating behaviors, exercise and stress management.

What makes this study different is that, in addition to stressing increased physical activity to achieve weight loss and improve overall health, the program also teaches Sailors how to make good food choices.

The Sailors in the treatment group set goals and were closely monitored through weekly weigh-ins and a regular review of what they ate.

Although final results of the study have not yet been calculated, Adams said the attitude she witnessed with the treatment group gave her reason to be encouraged. "They felt like they made a lot of progress," she said. "They were very supportive of the program. I have to give the guys the credit. I was available to help but they were just very motivated." ⚓

Schafer is a Norfolk-based photojournalist assigned to All Hands.





Hits the deck!

Story by JO1 Ron Schafer

On a cold, snowy and windy day in January, one year to the day after the first arrested landing onboard, the Navy's newest aircraft carrier said, 'Welcome Aboard' to the Navy's newest fighter aircraft.

One hundred forty miles off the coast of North Carolina, *USS John C. Stennis* (CVN 74) played host to the new F/A-18 E/F Super *Hornet* as it conducted at-sea trials, one year into its three-year test program. Envisioned as the successor to the F/A-18 A-D, the Super *Hornet* offers longer range, greater endurance and increased payload-carrying ability.

It also has more powerful engines, improved carrier bring-back capability and enhanced survivability. After a year of testing at Naval Air Warfare Center, Patuxent River, Md., the F/A-18 E/F Integrated Test Team was anxious to put the Super *Hornet* through its paces at sea.

"We want to find out about its characteristics for operating on an aircraft carrier," explained Chief Aviation Electronics Technician Jeffrey J. Woell, who specifically deals with reliability and maintainability issues on the F/A-18 E/F.

"We're looking at the aircraft being much more

maintainable — better maintenance hours per flight hour — which equates to more flying time. So, we need to know how will it work in the hangar bay, and how will we function to support it in the hangar bay and on the flight deck. We have to be able to support it in both areas. We need to document that information and incorporate that into our long-term maintenance planning."

Super *Hornet's* sea trial qualifications demonstrated an impressive reduction in final landing approach speed — 10 knots slower than its predecessor — which increases the safety margin and handling characteristics for the pilot.

With water temperature around 70 degrees and air temperature in the mid-20s, an eerie steam rose off the choppy surface of the Atlantic Ocean. Winds in excess of 40 knots blew snow and sleet across the flight deck making conditions treacherous. LT Frank Morley found a hole in the clouds he could punch through and, at 10 a.m., on that cold Saturday morning, put the first F/A-18 E Super *Hornet* on *Stennis'* flight deck. The youngest pilot in the Super *Hornet* test program, Morley was understandably thrilled to land on a carrier after a year of field landings. "The adrenaline rush is a lot higher," he said. "The carrier is the most dynamic environment in the world. What's kind of ironic is that a year ago today I was here flying a normal *Hornet* when they did the first cats and traps on *Stennis*. Now

Flight deck personnel aboard USS *John C. Stennis* (CVN 74) prepare to launch the Navy's F/A-18E on the flight deck during the aircraft's initial sea trials.



Photo by JO1 Ron Schafer



Photos by PHC Thomas Hensely





I'm back and it's just a thrill. Every Navy pilot alive loves it and lives for it."

Morley added that while the Super *Hornet* has so much more to offer than its predecessor, from a pilot's standpoint, they're very similar. "The beautiful thing is that this airplane flies very much like the 'A' through 'D,'" said Morley.

"The avionics and weapons systems of the airplane are very common, so, a *Hornet* pilot is going to feel very comfortable jumping into this airplane."I think the biggest thing [a pilot's] going to see is 14,500 pounds of gas without any external tanks," Morley added. "To a *Hornet* pilot, [that's] going to mean a lot. Every *Hornet* pilot you ever ask loves how the *Hornet* flies and [pilots are] going to continue to love how the Super *Hornet* flies."

The importance of the day was not lost on the crew of USS *John C. Stennis*. According to the ship's Commanding Officer CAPT Robert C. Klosterman, hosting the Super *Hornet*'s first arrested landing was just another highlight in the short, but already proud history of the Navy's newest carrier.

"We're excited about it," said Klosterman. "It's our mission. To be able to do something that is historic in nature at the same time is a great feeling. What better sense of mission accomplishment than to be part of the first carrier landing of the Navy's newest airplane?"

A naval aviator himself, Klosterman admitted to being somewhat envious of Morley. "I don't think there's an aviator alive who wouldn't like to be in the cockpit of that airplane," he said. "The fact that

The Navy's newest strike-fighter aircraft, the F/A-18E/F Super *Hornet* makes its first carrier based arrested landing on the deck of the Navy's newest nuclear powered aircraft carrier USS *John C. Stennis* (CVN 74), in waters off the coast of North Carolina.

The Super *Hornet*'s fuselage is slightly longer than the *Hornet*'s — the result of a 34-inch extension — and the wing is 25 percent larger with 100 additional square feet of surface area. There are also two additional weapons stations, bringing the total to 11. For carrier operations, about three times more payload can be brought back to the ship.

Increased engine power in the new Super *Hornet* comes from an advanced derivative of the *Hornet*'s current engine. The Super *Hornet*'s engine produces 35 percent more thrust and improves overall mission performance.

The new Super *Hornet* has been developed on time and under budget. During the five days of tests, the Super *Hornet* performed 64 arrested carrier launches and landings, and 54 touch-and-gos.





Lt. Morley was in there speaks highly of his skills, but there isn't a pilot anywhere who wouldn't trade places with him."

The Navy plans to buy 1,000 F/A-18 E/F aircraft through the year 2015 with the first of those expected to go into operational service in the fleet in 2001. ⚓

Schafer is a Norfolk-based photojournalist for All Hands.




F/A-18F



Photo by AR Adam Plantz

The Navy's newest Strike Fighter, the F/A-18E/F Super Hornet, makes a final approach to the flight deck of the Navy's newest nuclear-powered aircraft carrier, USS John C. Stennis (CVN 74), during the aircraft's initial sea trials.



The doc is in!

Story and photos by JO2 Jeremy Allen

Sickness, disease and death are daily enemies for the largest rate in the Navy, the hospital corpsman (HM). HMs provide health care to all Navy and Marine Corps personnel and are affectionately known to many people as "doc."

From ships to subs and on the front lines, HMs are there. "The rate was created as a direct result of war," according to Hospital Corpsman Master Chief Richard D. Osborne, HM detailing manager at the Bureau of Naval Personnel.

"HMs also have the honor of having more medal of honor winners than any other rate," said HMCS(FMF) Joseph M. Manifold, the E-6 to E-8 HM detailer. "It's the proudest job you'll ever have. We do so many things."

"[HMs] used to be called 'loblolly boys' during the Boxer Rebellion. Then they evolved into the pharmacist's mate and now they are called corpsmen," said Osborne. "They were needed to hold down the patient when the doctor would 'bleed' the disease from the blood stream."

As the medical field has evolved, so has the HM

rate. From bandages to controlled substances, corpsmen are more than just a doctor's assistant. "HMs do everything from patient assessment to labor and delivery," said Hospitalman Nicole D. Hopkins, assigned to the labor and delivery room, National Naval Medical Hospital (NNMC), Bethesda, Md. "Taking care of babies is an important job. Other corpsmen see people dying, I get to see people being born. It's awesome."

"The Hospital Corps has something for everyone, ranging from the highly technical to the highly operational," said HMC Michael R. Forcier, assigned to the Radiology Department, Naval Medical Center, Portsmouth, Va. There are approximately 40 different HM Navy Enlisted Classification Codes (NECs).

"The Hospital Corps is unique in that it offers an individual the opportunity to capitalize on personal interests by applying them on the job," said Forcier. "For example, there's biomedical repair for the mechanically inclined. For the adventurous, there's independent duty, search and rescue, field service and special operations. My own specialty, nuclear medicine, requires an in-depth knowledge of computers and radioisotopes."

Forcier, a Cumberland, R.I., native, is one of only four chief petty officers currently serving as Navy clinical nuclear medicine technicians.

"We have corpsmen working in all areas of Navy medicine," said Forcier. "[They serve in] fields like radiation health, cardiopulmonary medical administration, X-ray, physical therapy, psychiatry, dermatology, laboratory, aerospace medicine, preventive medicine, otolaryngology, ophthalmology, urology, respiratory and the operating room. Of course, you don't have to specialize if you're looking for a challenge. General duty corpsmen have a wide variety of assignments open to them. Many staff our emergency rooms throughout the Navy."

People are the No. 1 concern for HMs. "It takes a strong desire to look out for the other person."
– HMCM Richard D. Osborne

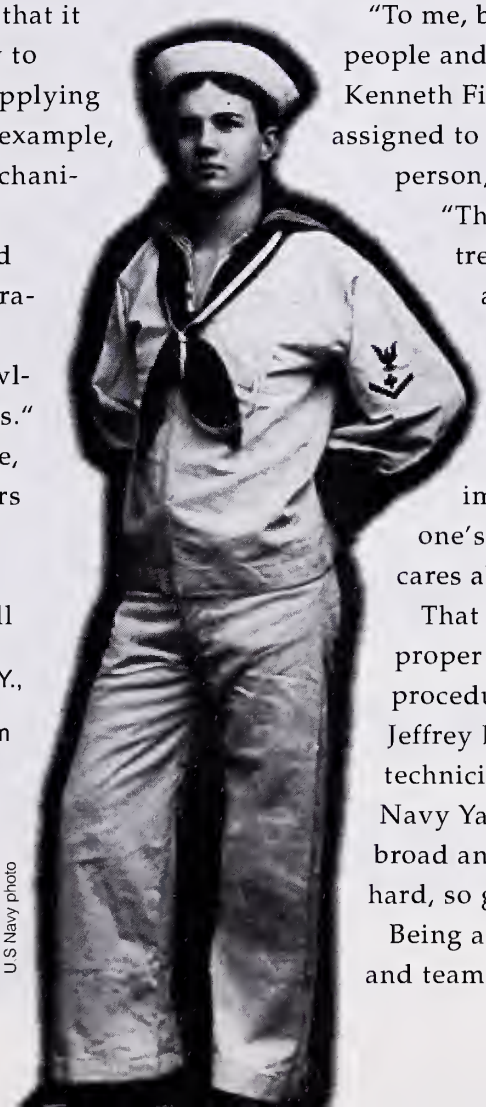
People are the No. 1 concern for HMs. "It takes a strong desire to look out for the other person," said Osborne. "You've got to really like the human body. "The best part about being an HM is providing care to the crew [you're with]."

"To me, being a corpsman is about helping people and being there for them," said HN Kenneth Figueroa, a medical lab technician assigned to NNMC. "I make people feel like a person, not a patient."

"That's why it's so important that I treat them as my own family," added HM2 Dinorah Vazquez, a nuclear medicine technician assigned to NNMC. "We are taking care of our family, the active-duty members. We are so important because health is everyone's priority. Without health, who cares about anything else."

That job can be done right only with proper training. "If you do not know a procedure, ask someone," said HM3 Jeffrey D. Bozeman, an optical support technician stationed at the Washington Navy Yard, Washington D.C. "This is a broad and diverse field. Being advanced is hard, so get out and learn."

Being an HM means total commitment and teamwork. "No matter how much you



➤ HM2 Dinorah Vazquez, from Queens, N.Y., scans a patient in the Vertex machine, a gamma camera which detects anything from blood flow problems to cancer by picking up gamma emissions.

➤ PhM3c Clyde Camerer sports his new uniform in a 1905 Navy Medicine photograph. The hospital corpman rating was once called the pharmacist's mate rate. The HM rate is going to be 100 years old next year.

U S Navy photo



Photo by PH1(AW) James M. Williams



▲ HM2 James Pennypacker, from Toledo, Ohio, and HM2 George A. Frausto, a native of Blue Island, Ill., examine the quality of an X-ray. They are both stationed at Naval Station Hospital, Rota, Spain.

➤ HM3 Nicole D. Hopkin, assigned to the labor and delivery section, carefully checks the vital signs of a newborn baby at National Naval Medical Center, Bethesda, Md.

◄ HM3 Chess Y. Lipscomb, a Pittsburgh native, gives X-ray machine placement training for a fractured hand to HM3 Steven G. Roest of Applesprings, Texas.

might hate it, remember to do your job, learn from your mistakes and go on," said Figueroa. "We can accomplish anything if we work together," added Vazquez.

"Honor, courage and commitment are the Navy's values," said Hopkins. "For me, as an HM, it's the same; you have to have honor for the patients who put their trust in you, the courage to do the job and the commitment to see that it's done right."

"HMs have a wide variety of assignments open to them," said Forcier. "The only prerequisite is that you have a genuine desire to help your shipmates." ⚓

Allen is a photojournalist assigned to All Hands.



Photo by PHAA Gregory L. Campbell



AMS3(NAC) Vedat Aksoy, of Rochester, N.Y., inspects a pitch control rod on an MH-53E.

Photo by OS2 D. Kevin Elliott

Aerial Minesweeping Squadron grows into 'one Navy' identity

Story by JO1 Bobby Jones



Photo by PH1(AW) Gary L. Reinhart

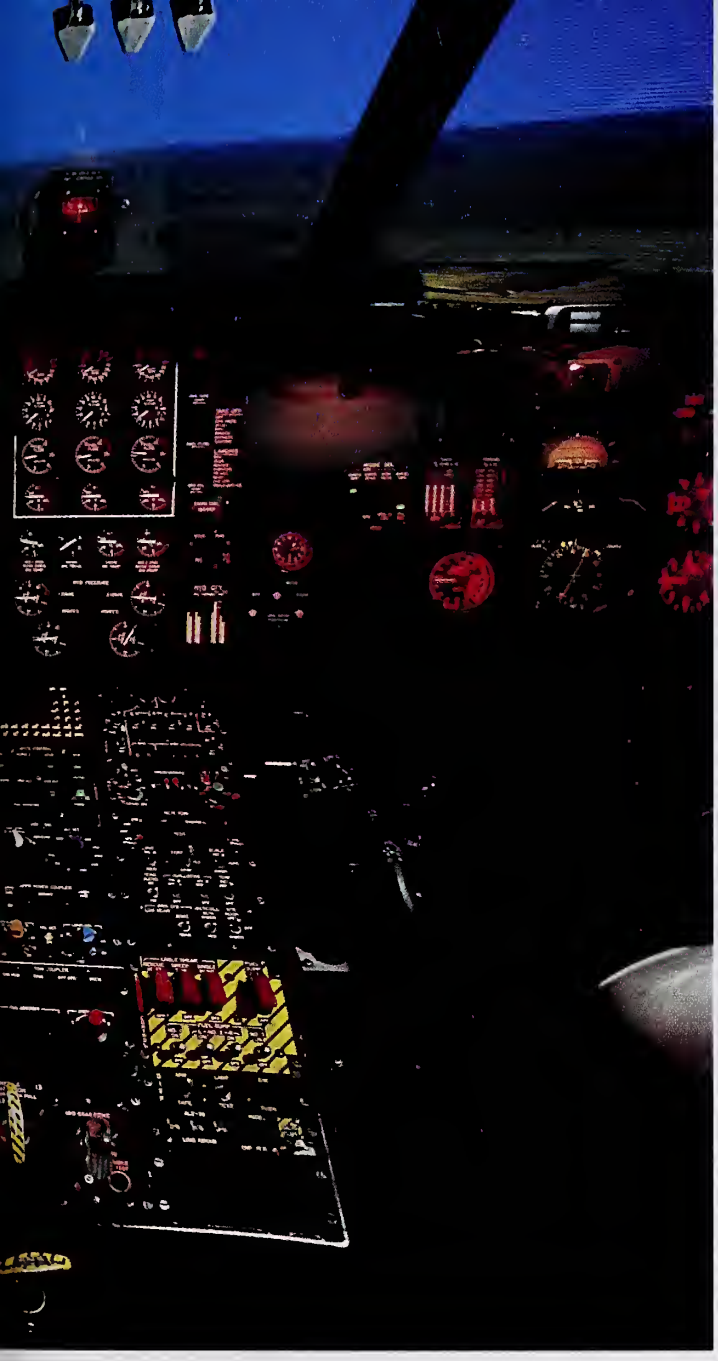
Aerial mine countermeasure squadrons don't travel light. As self-sustaining, rapid deployment assets, they deploy with everything, including the kitchen sink.

To meet a 72-hour rapid deployment timeline, from notification to fly away on C-5 aircraft, the squadrons must be ready to pack up helicopters; bulky sweeping sleds; tents; trucks and other heavy equipment; small boats; kitchen utensils; and enough food for 90 days.

In addition to the men and women representing almost every aviation community, the squadrons deploy with their own doctors and corpsmen, intelligence specialists, Seabees, mess specialists and administrative support personnel.

Prior to 1994, the Navy had five helicopter minesweeping squadrons, two active-duty, two Reserve and a fleet readiness squadron. Because of their size and operational costs, the squadrons were phased out.

Today, following a major restructuring, there are only two surviving squadrons: HM-15, relocated from Alameda, Calif., to Corpus Christi, Texas, and HM-14 at Naval Air Station, Norfolk. The two Reserve squadrons, Alameda-based HM-19 and Norfolk-based HM-18, were disestablished and integrated as the



A Selected Reservist attached to HM-14 trains in a flight simulator for MH-53E helicopters.

Reserve element of the two active-duty squadrons. The fleet readiness squadron was disestablished.

As fully integrated squadrons, HM-15 and HM-14 are breaking new ground in many ways. Last October, CDR John Scott became the first Selected Reservist in peacetime to command an active-duty squadron. As the commanding officer of HM-14, Scott is on a two-year recall to active duty. His executive officer is a regular Navy officer who shares responsibilities with a Reserve commander and a Reserve element officer-in-charge. Command of the squadron will rotate between active-duty and Reserve commanders.

With integration, HM-14 has 700 officers and Sailors, active and Reserve, 12 MH-53E *Sea Dragons* and twice the minesweeping equipment it had before.

Four officers and 160 enlisted personnel are TARs (Training and Administration of Reserves) who serve full time, to ensure the Selected Reservists (SELRES) — 18 officers and 76 enlisted — receive training for mobilization and peacetime missions.

"During the week, we're just Sailors," said Personnelman 1st Class Catherine Cederholm, the training department's leading petty officer (LPO). "Nobody cares if we're TAR, regular Navy or SELRES. We're expected to do our jobs."

A regular drill weekend is scheduled each month to train and support the majority of the Reserve element. "An additional weekend is set aside as "fly weekend" to give Reserve pilots time in the cockpit. Shifts of day, night, weekend and support checks keep the squadron operational 24-hours a day.

AD1 Donald Schnare, a squadron quality assurance LPO, admits that, at first, he was apprehensive about how integration would work.

"I thought TARs and SELRES would just tag along behind us while we worked," he said. "But the TARs work alongside us during the week and on the weekend, the SELRES come in and really make a difference. I actually look forward to weekends."

Like other squadron regular Navy Sailors, Schnare is still trying to learn the language and acronyms that are unique to the Naval Reserve, but he has found common ground when he talks maintenance to Reservists like AMS1 William Klingingsmith.

A plankowner in HM-14 while serving 12 years of active duty, Klingingsmith now works as a civilian at Naval Depot Cherry Point, N.C. Day after day, he rips apart, rebuilds and puts MH-53s back together. Because of his combined Navy and civilian expertise, he is a maintenance chief for HM-14.

"I'm one of only five maintenance control chiefs in the squadron," he said. "I make sure that all discrep-



Photo by OS2 D Kevin Elliott

AD2 Gilbert Valverde, a TAR from Detroit, shows Reservist AD2 Carolyn Farrar, of Long Island, N.Y., how to remove and install a sleeve and spindle on the main rotor head of an MH-53E.

ancies have been signed off. I verify that a helo is safe to fly."

With a full-time, demanding civilian job, Klingingsmith is limited to drill weekends and a couple of weeks a year for annual training. But, if he could spend more time in uniform, Cederholm could make it happen.

"Because we are manned seven days-a-week," she said, "we can provide flexible drilling and annual training opportunities for SELRES. If they can't make a regular drill weekend, they can come in any time to make it up. "The entire squadron is aware of the need to document training for our drilling Reservists, so everyone has learned to do the paperwork."

Sharing a mission with a Texas-based squadron means regular deployments to the Gulf of Mexico where the HM squadrons can train in concert with the Navy's other mine countermeasures assets. USS *Inchon* (MCS 12), homeported at Ingleside, Texas, is mother ship to both surface and aerial minesweepers and the explosive ordnance units that travel with them.

HM-14 also participates in fleet exercises up and down the East Coast. Currently, the squadron is participating in the overseas, multiservice, multi-national Exercise *Blue Harrier* in Northern Europe.

"This is a very active squadron," said Scott. "The training opportunities with HM-14 are 10 times greater than [they were] with HM-18 (the Reserve squadron)."

According to Scott, the ratio equates to about 4,400 hours of annual training with HM-14, as compared to only 1,100 hours with HM-18.

AMS2 Marlon Bowser made the move from HM-18 to HM-14 when the squadrons officially integrat-

ed March 4, 1995. "I was thinking about getting out back then, but I just reenlisted for six years," he said. "They push us, but it's fun. I'm learning more, getting my quals signed off. I'm looking forward to deploying for 15 days in *Blue Harrier*.

"You get good training on weekdays," said Bowser, who spends several days a month at the squadron. "It's important to me. If we mobilize, I want to know what I'm doing."

As a mechanic, Bowser has been working with active-duty counterparts, replacing swash plates with reworked ones, a requirement that downed some 200 H-53E Marine and naval aircraft throughout the fleet last year.

"I feel good working hand in hand with those guys," he said. "The work is important. If we don't do it right, the helo won't fly. And nobody cares what I am. All that counts is that I'm willing to get in there and work."

In their first year as an integrated squadron, HM-14 earned the Battle E, the CNO's Safety Award and a Meritorious Unit Commendation.

Nothing is easy with aerial minesweeping. In an exercise where dummy mines are sown into the sea bottom or a real world requirement like the 1990 mining of the Persian Gulf *in Desert Shield* and *Desert Storm*, the demanding schedule is much the same.

In the June/July 1996 issue of *Air & Space Magazine*, Michael Alves describes a typical minesweeping operation.

"Pilots fly arrow-straight tracks back and forth, often for miles at a time, so that every inch of a suspected field can be accounted for. But the helicopter is often buffeted by wind and by the motions of the sled in the waves below. Towing a sled on a straight path in these conditions forces the pilot to put the helicopter through all kinds of angle and attitude contortions." he wrote.

Squadron pilots and crew do much of their training on multimillion dollar simulators. CDR Al Kolpacke, the squadron's senior Selected Reservist and former commander of the Reserve element, knows the simulators better than most. As a civilian, he is a site manager for the contractor providing the training systems, including the simulators. As an HM-18 pilot, he remembers the early stages of the restructuring effort.

"The aerial minesweeping community had to speak with one voice five years ago," he said. "There was never any discussion about whether we could combine five squadrons into two, but how we were going to do it. We're beginning to see the respect and credibility we earned in HM-18. It just takes time to adjust to a new identity."

Both HM-14 and HM-15 are organized into detachments. Regular Navy officers and Sailors would be the first to deploy on the rapid deployment timeline. Six of the squadrons *Sea Dragons* would go with them. The second detachment, a combination of active and Reserve officers and Sailors, TARs and SELRES, must be prepared to deploy with them or as replacements. Remaining personnel would be utilized for shore-based training and fleet replacement crews.

In their first year as an integrated squadron, HM-14 earned the Battle E, the CNO's Safety Award and a Meritorious Unit Commendation.

"I think we've come through the culture shock pretty well," said Kolpacke. ⚓

Jones is assigned to the public affairs office, Naval Air Reserve, Norfolk.

Core values bring Sailors together in combined squadron

Story by JOC Charlotte Crist

Shortly after Helicopter Mine Countermeasures Squadron (HM) 14 became the second of two active-duty squadrons to fully integrate with Naval Reserve HM squadrons, the command master chief of HM-14 realized he had a problem.

"I've got 700 people when they are all here," said Master Chief Machinery Repairman(AW/SW) Wynton Hardy. "At first, I tried to look at them all as simply 'Vanguard' Sailors, but it wasn't that simple.

"We had to learn about drilling Reservists so we could [meet] their needs."

Meanwhile, the Reservists were having an identity crisis of their own. Would they ever again feel the camaraderie and ownership they experienced as the "Norsemen" of HM-18?

"It was like culture shock for us," admits CDR Al Kolpacke, the senior Reserve officer to make the move from HM-18 to HM-14. "You can't order people to change. All you can do is make sure they don't get lost in the shuffle. Change doesn't happen overnight. It takes time."

In the two years since the integration, the squadron has evolved into what it's new commanding officer, CDR John Scott, calls a "dynamic organization."

"A splendid thing has happened," said Scott. "HM-14 is far more capable today with the Reserves. Through all the cultural changes, leadership has stayed committed to the process of improvement. Much of that improvement was made possible through our core values."

By emphasizing honor, courage and commitment, squadron leaders found the common denominator with which both Vanguard and Norsemen Sailors could identify.

"We all learned a valuable lesson," said Hardy. "We discovered that when we focused on accomplishing the mission — honor, courage and commitment cross all boundaries."

Personnelman 1st Class Catherine Cederholm, the training department leading petty officer, is convinced that commitment has played a big role in the changes she has seen in the squadron.

"I give the Reservists a lot of credit for sticking it out during the transition," she said. "They were willing to change and because of that, I see mutual respect between the active-duty Sailors and the Selected Reservists (SELRES)."

For Aviation Structural Mechanic 1st Class Bill Klingingsmith, a SELRES, making the four-hour drive from his home in North Carolina to Norfolk for drill weekends is more a point of honor than economically beneficial.

Today, as HM-14's learning curve continues to provide challenges, there are definite signs of change. Almost all of the 700 Sailors are now wearing the Vanguard ball caps, and unless it involves an administrative matter, Sailors aren't asked if they are Regular, TAR or SELRES. It's not that important anymore. ⚓

Crist is assigned to NR USACOM Psychological Operations AVU 0286, Norfolk.

P.T. Barnum was right . . .

Compiled by JO2 Jeremy Allen

We've all heard the line from P.T. Barnum, "There's a sucker born every minute." Most of us probably laugh and figure that Barnum was right, but think we will never fall prey to a con artist.

Unfortunately, time and again, service members from E-1 to 0-10 prove that they are just as gullible as anyone else.

The best way to avoid losing your hard-earned money to a fraudulent scheme is to become an educated consumer.

The first thing to remember is that con artists understand and exploit human psychology. They know that most people are friendly and will behave in predictable ways when they meet new people. The con artist takes that knowledge and uses friendliness and predictability against people.



Members of the Armed Forces present a particularly inviting target for some con artists. Service members have a steady income, they often lack business savvy and are far from home.

For example, con artists know it's easier to say, "No," to a high-pressure sales person in a store than it is to say, "No," to a friendly, personable, acquaintance in your home. Using this knowledge, some of the most successful scams involve setting up what appears to be a casual meeting in a public place and then establishing a pretext for a later meeting in your home.

In a recent scheme, two attractive women sought out male service members who were out alone or in small groups near a military base. The women approached the men, made small talk for a while and then asked them for a date. If the offer was accepted, the women arranged to come over to the member's apartment later. When the women arrived, they were accompanied by another person who was introduced as a "friend." At this point, the service members could have become suspicious and backed out of the situation. Instead, they demonstrated the common courtesy cons depend on and invited the people into their homes. Next, the "friend" began a carefully prepared pitch, convincing the members to enter into a contract for what proved to be overpriced, poor quality, products.

"Easy payment" and "automatic allotment" scams are particularly effective with service members because the con artist knows if they can get the "mark" to sign an allotment form, the money will flow automatically until the member realizes that he or she's

been ripped off and takes the initiative to stop it. In addition, some marks delay stopping the allotment because they are embarrassed at having been gullible. Keep in mind that if you are the victim of a scam, you can help others, and maybe even get yourself out of a bad contract, by reporting it immediately to your command or a judge advocate.

Magazine scams are a perennial favorite of con artists. Typically, a telemarketer will call offering a free trial subscription to a magazine. If the service member accepts the offer, they provide a name and address and then conclude the phone call. The member then gets a follow-up call from a different person. This person claims to represent the same company as the first caller. They go on to explain the first caller is a new sales representative and made a mistake in saying the trial subscription is free.



Then they try to convince the service member the subscription is still a good deal at "X" dollars per month and ask the member to provide their bank account number to the caller so they can arrange for easy, automatic payments of only "X" dollars per month.

First, be very cautious of arranging for allotments. Second, if you're thinking of ordering a magazine, ask yourself how much it would be to buy the magazine off the rack each month.

Second, add up the per month cost and multiply that amount by 12 to get the annual subscription rate. Compare that total to the amount the sales person is asking you to pay. Also, remember a legitimate subscription price is almost always cheaper, than buying the magazine off the rack all year. If the easy payment you're being offered is more than the off-the-rack rate, turn down the offer and hang up.

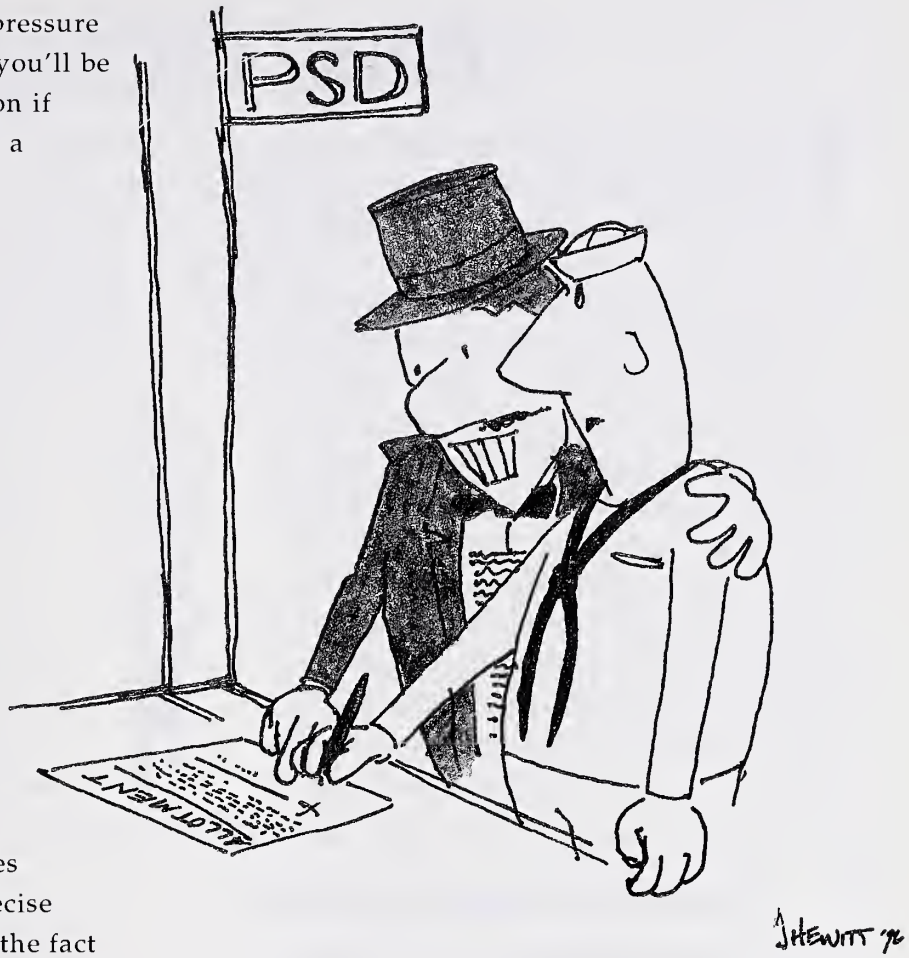
Almost everyone has received a notification in the mail that they're a finalist in a contest or that they've won some fabulous prize. The mailing may even explain in detail the prizes involved. Invariably, the letter will instruct the recipient to call a telephone number to give information the company needs to "verify" that recipient has won the prize.

The first clue this is a scam is that the number you are to call is a standard area code or a "900" number. This means if you call the number, you will be paying for the privilege of being given a high-pressure sales pitch.

The next indication the notice is part of a scam is when it tells you all you need to do to claim your prize is to pay some amount (usually in excess of $15) for "taxes" or shipping or a "claimants fee." Rest assured that whatever "prize" you have won, or are on the verge of winning, is worth less than the amount the letter or telephone contact will tell you to send.

Yet another common scam is the high-pressure sales pitch for "free vacations. Typically, you'll be informed that you'll receive a free vacation if you'll agree to listen to a presentation for a vacation time-share or other property. So far, so good. The problem is the sales pitch is often delivered in a slick, high-pressure manner in some fancy hotel suite or at a resort.

The salesperson is trained to get you to commit yourself, and your bank account, on the spot. They make it seem that you will miss your "golden opportunity" if you take time to review the offer and consult with others about it. Don't fall for it. If an offer is legitimate, it'll wait for a few weeks while you check it out.



Keep in mind the thieves who execute these schemes are called con "artists" for a reason. A successful con requires thorough planning, skillful acting and precise execution. In addition, con artists rely on the fact that most people:

a) are friendly,
b) lack business savvy and
c) will buy impulsively.

You can protect yourself from becoming the victim of a con by following a few simple rules.

Never sign an allotment form for a product or service under pressure. If the offer is legitimate, the company offering it will be more than happy to provide you with additional information and time away from the sales person to think about it.

Never give out your credit card number over the telephone unless you placed the call.

Ask yourself if the offer is, "too good to be true." If it is, your instincts are probably correct that there is some catch and the entire deal is a scam.

If you think the contract or product you are being offered is a good deal, bring it to a legal assistance office or someone in your command who is senior or experienced enough to give you good advice. This accomplishes the dual purpose of avoiding a snap decision and getting another person's opinion.

Keep the offer in perspective. Think about what the money you might spend on a club, product or service can buy you (a down payment on a car, a nest egg for a rainy day, tickets for a nice trip on your next leave, etc.).

You've heard it before but it's worth repeating, "There is no such thing as a free lunch." Con artists and the scams they run have been around for centuries. Make sure you protect your money from their greedy hands.

Information provided by the Judge Advocate General's office.

Mail Call: beware o

The mother of a 14-year old boy wrote to the Consumer Protection Division complaining that her son had joined a music club without her consent. She said her son received as little as two days notice before unsolicited compact disks were mailed to him, giving him too little time to respond that he did not want them. As a result, he frequently received unwanted CDs and returned them at the club's expense. Finally the club canceled his membership, citing the many returned CDs, but billed him for $15.75 to fulfill his purchase agreement.

Another consumer fulfilled his membership requirement with a music club and then requested, in writing, that his membership be canceled. He returned two unopened, unwanted CDs. The club sent a letter asking the consumer why he had returned the CDs, but then billed him repeatedly for one of them.



Music clubs have been around for years and are popular with kids and adults who buy a lot of compact disks and cassettes. Introductory offers can make the overall cost of buying from clubs lower than stores, but for some consumers, the inconvenience that may follow later is not worth the savings.

Many music clubs offer great-sounding deals to get you to join: Six CDs for the price of one, or 10 CDs free if you buy six more during the next four years. But when you read the fine print, you learn you must also pay shipping costs. In most cases, you have to fill out cards each month or every other month saying you don't want to receive the

How to not get ripped off

— **Don't be greedy.** If it sounds too good to be true, nine times out of 10 it is.

— **Be patient.** If someone has to sell you something right now there's usually a reason. It may not be a good idea.

— **Be smart.** Think things through before putting any money down.

— **Read the fine print.** Beware of any salesperson that won't let you have a contract reviewed by your command or legal office.

— **Don't be intimidated.** If you're the buyer and he's the seller, remember that you're the boss.

— **Walk away.** Pressure tactics are very common, if you're uncomfortable - leave.

— **Tell someone.** Talk to your chief, division officer, command financial specialist or staff judge advocate. You may save yourself from being swindled.

Credit Repair Scams

— If you've filed for bankruptcy, you may be told by a "credit repair" company that you won't be able to get any type of credit for 10 years. This is not always true.

— To help you hide your bankruptcy, the credit repair company may promise to tell you how, for a fee, to establish a new credit identity. The plan is illegal.

— If you use this plan, often called file segregation, you could face fines or even prison.

Credit Card Scams

— Sign your new cards as soon as they arrive.

— Avoid signing a blank receipt, whenever possible. Draw a line through blank spaces above the total when you sign your card receipts.

offered selection or you will receive that offering in the mail.

The biggest problem the Consumer Protection Division hears about is billing. Most consumer complaints dealt with billing errors and most of the errors resulted from what consumers considered to be unsolicited CDs. The reason, often, is this: Throughout the year most clubs send out catalogs of offerings, usually including current special deals. Some of the clubs also send a card allowing you to choose which selection you want to order. Also listed on the card is the current featured selection. If you don't return the card, you automatically receive the featured selection. If you don't want the selection you can send it back, but if you don't return it promptly the company will assume you've kept it and bill you. This can often take some time to sort out. During that time, the company might send your account to a collection agency.



Many of the complaints the Consumer Protection Division received included copies of letters from companies assigned to collect overdue balances. The consumers involved worried that their credit rating would be damaged if the dispute was not quickly resolved. According to *Consumer Reports* magazine, some clubs will let you change your status to one allowing you to receive CDs or tapes only if you've ordered them. They might not agree to this until you have fulfilled your membership obligation. The companies do not advertise this option.

— Save your card receipts to compare with your billing statements.

— Open billing statements promptly and reconcile your card accounts each month just as you would your checking account.

— Report promptly and in writing any questionable charges to the card issuer.

— Never lend your card to anyone.

— Never give your number over the phone unless you are initiating a transaction with a company you know is reputable.

Land Sales Scams

— Be wary of sellers who offer land primarily as a great investment opportunity.

— Talk to local real estate agents to learn more about area land values and the resale market.

— If the land is underdeveloped, find out who is required to put in roads and utilities for water, electricity and sewage.

Work-at-Home Scams

— Be cautious about work-at-home ads.

— Many work-at-home schemes require you to spend your own money to do the job.

— Envelope-stuffing is the most common work-at-home scheme. Promoters usually advertise that for a small fee, they will tell you how to earn money stuffing envelopes.

— Assembly or craft work often require you to invest hundreds of dollars in equipment or supplies or many hours of time to produce goods for a company that has promised to buy them.

— Investigate companies you want to deal with by checking consumer protection agencies and the Better Business Bureau in the area where the company is located.

If you're thinking of joining a music club, here are some issues to consider before you join:

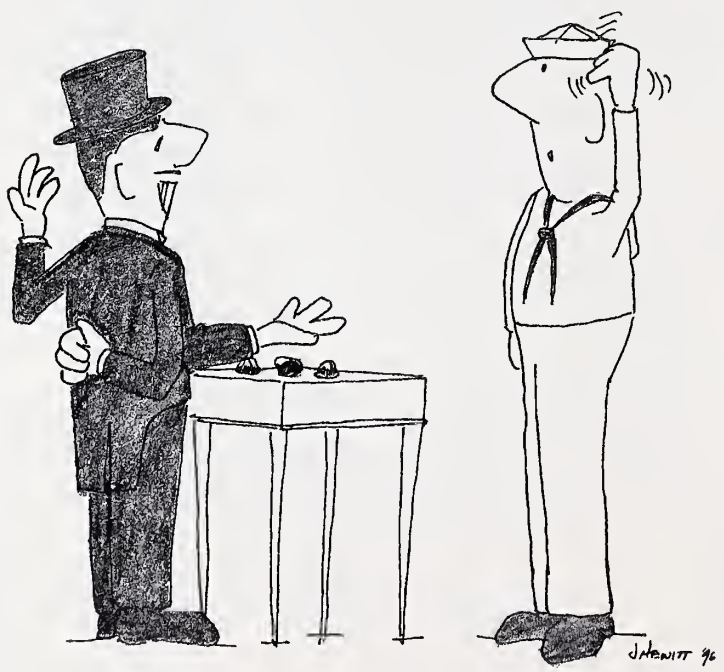
— Check to see how large of a selection is offered in the category you prefer. You can call the toll-free customer service number for more information before joining. You might be able to view catalogs before making a decision and if you have Internet access you can often view a list of offerings on-line.

— Check to see how long it takes for new releases to be offered. If you like to buy new releases as soon as they become available, you might find you still have to buy your music at a music store.

— Understand the terms of the agreement. Usually, you must buy a certain number of CDs or tapes within a specified time period. Often, items purchased at special 2-for-l sales or half-price sales don't count toward your requirement you will probably be billed for the amount you would have spent.

— You most likely will be billed for shipping and handling charges on your introductory CDs, tapes or books. Find out how much those charges will be. This adds to the cost of joining the club.

— Ask about the return policy. Can you return a CD or tape if you don't like it after you've played it? Do you have to pay return postage? Do you have to pay return postage if you receive a featured selection because you failed to return a card on time? As with all consumer transactions, the best time to ask questions is prior to making a purchase or signing a contract. Only then do you still have absolute control of the situation.



Avoid vacation rip-offs

A Maryland couple paid nearly $3,000 for membership in a club that promised vacations in fabulous resorts at discounted prices. But when the couple tried to take their promised vacations, they learned upon arrival at the hotel that their reservations had never been made. On another trip, the couple learned the resort rates were only half what their vacation club had charged them.

Almost everyone likes to get away once in awhile to see new sites or just to relax. Many of us plan trips and take care of the details ourselves —buying tickets, renting cars and making hotel reservations. Or we might consult a local travel agent for help with those arrangements. But lately, you may have noticed your mailbox filling up with notices for chances to win free trips or your phone ringing with offers of dream vacations and other prizes. You might be offered campground memberships or time-shares you are told you can pay for now and use forever. Or a travel club might offer the same sort of service: Pay now and never worry about paying for your vacations in the future. Before you sign up, beware: Your dream vacation could turn into a consumer nightmare.

> Consumers can fall into dozens of traps when answering solicitations for free or inexpensive vacations, or pay-in-advance vacation plans. Many consumers who contact the Consumer Protection Division after signing up for vacation or travel clubs, time-shares or campground memberships found they didn't get what they bargained for. They spent a lot of money for services they didn't want or couldn't use, and then couldn't get their money back.

Common Complaints

A consumer, complaining about a vacation club that didn't deliver the promised services, writes: "They used a high-pressure sales pitch that sounded too good to be true."

Many of the problems begin with unsolicited offers for prizes or free vacations. You might receive a postcard, letter or telephone call claiming you have won a valuable prize. Usually, this is followed by a high-pressure sales presentation that ends with an offer on a "great deal" that's available for one day only. The offer often involves purchasing a time-share or membership in a travel club or campground.

Consumers who spent a lot of money on vacation packages often complain the promises made during the sales pitch didn't match the services provided after the contract is signed.

For example:

— Consumers weren't able to get vacation dates or locations requested. Some were never able to take the vacation they wanted.

— They didn't receive promised savings because of added fees, dues and costs. Promised "discounts" weren't available.

— Some learned they could buy less expensive vacations on their own.

— Some consumers found the accommodations to be very poor. In fact, some people refused to stay in them and paid for other accommodations.

— Consumers learned it's very difficult to sell their interest in vacation programs which often do not have the value claimed during the sales pitch. Some consumers have never been able to sell their interest despite extensive efforts including advertising and hiring agents.

Vacation prize scams

Vacation scams abound. Vacations and trips are often used to entice unsuspecting consumers to pay money for services, time shares or campground memberships. They often dangle possible prizes in front of consumers and the consumer ends up paying money. If you receive an offer of a free vacation or trip, keep the following facts in mind:

— Check your local or state law, it is illegal in some states to make a consumer pay money or endure a sales pitch to receive a prize. If you win a prize, you must be given the prize with no strings attached.

— When you evaluate any offer for something that is supposedly free, or that offers huge, unbelievable savings, ask a lot of questions. Remember the wisdom of one consumer who learned too late: If it sounds too good to be true – it is. ⚓

Allen is a photojournalist assigned to All Hands. *Information courtesy of the Federal Trade Commission-Consumer and Business Education Office and Maryland Attorney General's Office Consumer Protection Division, Baltimore, Md.*

Where to go for help

The following organizations can provide assistance, information and advice to Sailors regarding scams or potential scams:

Your local **Navy Legal Office.**

Your State Attorney General's Officer or local **Judge Advocate General's Office** at or the Office of Consumer Protection.

The Better Business Bureau at your state and local level.

Your local Federal Reserve Bank - Consumer Affairs Department.

The Federal Trade Commission – Bureau of Consumer Protection, Marketing Practices Division, 6th and Pennsylvania Avenue, N.W., Washington, D.C. 20580 Phone: (202) 326-3128

AARP – American Association for Retired Persons, 1909 K Street, N.W., Washington, D.C. 20049, Phone: (202) 434-6030

A man of 'Essence'

The success of today's Sailor is measured not only by contributions made on the job but by off-duty pursuits as well.

At first glance, Chief Aviation Structural Mechanic (Safety Equipment) (AW) Douglas L. Bryant of Fleet Logistics Support Squadron (VR) 56 seems no different than any other Sailor — dedicated professional, dedicated family man.

But, in a recent poll by *Essence* magazine, his ability to successfully juggle a naval career and a close-knit family had readers saying, "What a Man!"

The *Essence* magazine and Preferred Stock cologne "What A Man!" contest, announced in the magazine's January 1996 issue, solicited entries from readers asking them to describe in 50 words or less, their nominee's significant accomplishments in the areas of academic, professional, community service, religious and family involvement. When she found out about the contest, Bryant's wife, Gwendolyn, knew she had a winner.

"We were in the store one day," she began, "and I picked up the magazine. And from the beginning, I always had that strong feeling that he would at least place in the top 10 and he did."

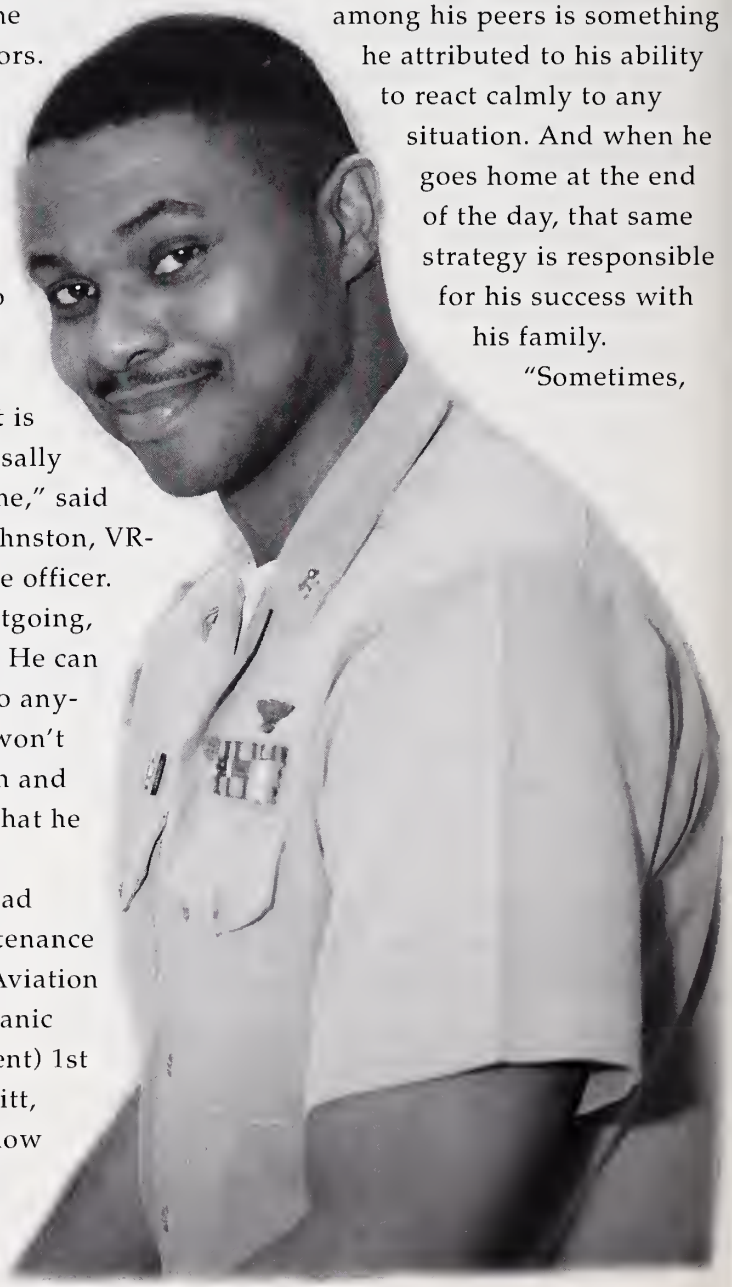
He did indeed. Thousands of entries were narrowed down to 10 finalists by the magazine's editors. Readers were then asked to select the winner. When they selected Bryant, few who know him were surprised.

"Chief Bryant is probably universally liked by everyone," said LCDR Steven Johnston, VR-56's maintenance officer. "He's just an outgoing, friendly person. He can ask anyone to do anything and they won't mind jumping in and taking care of what he wants done."

"If he's in a bad mood in a maintenance meeting," said Aviation Structural Mechanic (Safety Equipment) 1st Class John Merritt, "you'd never know it. And that's important. As shop supervisors, if we know that maintenance control is upbeat about what's going to happen that day, it makes me feel better."

Bryant's popularity among his peers is something he attributed to his ability to react calmly to any situation. And when he goes home at the end of the day, that same strategy is responsible for his success with his family.

"Sometimes,



"Chief Bryant is probably universally liked by everyone."

— LCDR Steven Johnston
maintenance officer, VR-56

people do have to change because of their nature," explained Bryant, a VR-56 TAR (Training and Administration of Reserves). "My nature has always been a good human spirit, so, everything I do here (at work), I go home and parlay it into my family life."

Being a good role model for your children is a challenge for any parent. Bryant said he and his wife try to keep it simple by creating a very spiritual and nurturing environment for their son, Douglas Jr., and twin daughters, Tiffany and Tamara. In other words, just go with what you know.

"We're trying to bring them up in the way we were brought up," he said. "But that's kind of hard to do because every generation has its own way of bringing children up. But, I figure, with the mix of my wife's background, my background and the new wave of bringing children up, I think they're doing quite well."

Bryant received an assortment of prizes including, a trip to New York, and was featured in the November issue of *Essence*. In spite of all the publicity, friends say he's still the same person — hard working, active in his church, devoted family man — traits his wife said made her certain he would win.

"His career, his community work and also his being a family man I think did it," she said. "That's what we need more of these days. More men who care about their family and can still hold a career. He's just a great guy!"



AMEC(AW) Douglas L. Bryant and his wife, Gwendolyn. "He's just a great guy!," she said.

Story and photos by JO1 Ron Schafer who is a Norfolk-based photojournalist for All Hands.

Around the Fleet

Navy divers uncover a piece of history

Seattle, Wash. — It's cold and dark with the temperature close to 50 degrees and visibility near zero. Mud and silt continuously drift into your line of sight, obscuring your hands, just two feet in front of you. Walking becomes difficult as your legs begin to feel the effects of the icy water.

Just another day at the office for the divers of Naval Mobile Diving and Salvage Unit (MDSU) 1 headquartered in Pearl Harbor, and two Naval Reserve detachments (522 from Naval Station Everett, Wash., and 220 from Alameda, Calif.). The bottom of Lake Washington served as their primary place of business for more than just explorations.

Seventy feet beneath the surface of the lake, in the murky waters at the south end in Renton, Wash., lies a monument to another era. The last example of its kind, a twin-engine boat-plane flown during World War II known as a Navy PBM-5 *Mariner*, is the target of these dives. "From the standpoint of the Navy, the objective is realistic, timely training for both active-duty and Naval Reserve divers," said CAPT Marc Jones, commanding officer of MDSU-1, Det. 522. "Overall, the idea was to recover the plane and [ready it for shipping] to the Naval Flight Museum in Pensacola, Fla., for [full] restoration."

The plane went down in a freak accident in May 1949 as it was being flown to the Army Air Corps Base in Renton. As the pilot, then LT Ralph Frame, touched down on the water, one of the wing pontoons sheared off as it hit a log-boom. Both he and the crew escaped, but the wounded *Mariner* was bound for the bottom. After sinking beneath the surface, the plane flipped over before settling. This made the divers' job more difficult and the accumulation of 47 years of mud and silt compounded the problem.

The task of bringing the plane up involved five phases. First the site had to be surveyed with the positions of the nose, tail and wingtips marked with buoys.

The second phase was more complicated — involving using air-lift suction pumps to remove the 1,200 cubic yards of silt covering the plane. With the suction pumps going, visibility was reduced to zero. "Zero visibility does affect our job somewhat, but a lot of the time our normal working conditions are exactly that," said Chief Boatswain's Mate Craig Flowers, MDSU-1 salvage division officer. "That didn't affect our progress as much as the temperature. There was cold water on the bottom and most of the time we were out there a steady rain was falling topside which added to the chill." During the latter part of the second phase, divers removed mud from inside the fuselage and patched holes in the hull.

The third phase involved turning the plane over into an upright position by using buoyant and dynamic lift. Inflatable bags were placed at strategic points around the plane's wings and body, giving it more buoyancy.



A block and tackle arrangement from a floating crane was then used to lift the tail portion of the plane, rotating it over the nose of the plane to upright it. It was during this crucial portion of the phase that the plane's tail gave way, breaking into several pieces. "We're very disappointed," said Flowers.

"We wanted to bring up a whole airplane," added Jones. "It's frustrating to see that it won't happen that way now."

During the fourth and fifth phases, the plane would have been lifted in an upright position, removed from the water and shipped intact to the museum, where it would be restored to its original condition.



Photo by JOC Pat Hooks

HMC(DV) Mark Cappock, USN, MDSU-1 Pearl Harbor, and MM2 Bob Kaye, MDSU-1 Naval Reserve Det. 522, Everett, Wash., explain to the rest of the divers what was accomplished during the dive.

"One of the missions of the Navy divers is harbor clearance. That is to take items that are fouling harbors and beaches and remove them prior to a wartime situation," said Jones. "We also do aircraft recovery of planes that crash. The training the Reservists conducted on this site met both of those requirements."

The crash of TWA flight 800 also showed the importance of this type of training. "In some respects, this project and the TWA crash were very similar. They were both in about the same depth range and temperature of water, but there was one main difference. [The TWA] recovery involved bodies and wreckage. In this case,we were trying to recover a whole aircraft and keep it intact, which made things much more tricky," said Jones.

The failure to bring the aircraft to the surface in one piece did not mean that the Navy has given up on the plane. According to Jones, the Navy — in combination with the State of Washington and the *Mariner-Marlin* Association — a group of former pilots and crewmen of *Mariner* and *Marlin* aircraft, will turn the remainder of the plane into the first underwater preserve in Lake Washington. This will ensure that recreational divers have an opportunity to see the plane well-preserved in its permanent home. ⚓

Story by JO2 Jeff Parrott and photo by JOC Pat Hooks who are assigned to Naval Base Seattle, Wash., public affairs office.

Around the Fleet

Comic book collection reflects 30 years of memorabilia

Norfolk, Va. — Remember the days of yesteryear when the national pastime for kids was reading comic books? Hospital Corpsman (FMF) Marco Clark does.

He has collected more than 3,000 comic books from the, as he says, "Good old days." Clark, who serves as leading chief petty officer at the Naval Reserve Norfolk Branch Medical Clinic, said he's been collecting various name brand comic books for more than 30 years; before he could read.

The 19-year Navy veteran's collection includes an array of vintage issues. One issued is valued at $8,000. "That would be my favorite issue of the Marvel Mutants, the X-Men, dated Nov. 2, 1963," said Clark. "It was the first issue."

Other editions include a signed original of *Superman's First Death*, a 1960 mint condition *Spiderman vs. Fantastic Four* edition, a 1965 antique *Dare Devil*, and the original and new *Iron Man*. Oh, and remember Nick Fury, Agent of S.H.I.E.L.D.? How about Captain America, the Submariner, The Mighty Thor and Batman. He even has June and July 1971 copies of Superman on an Indian reservation.

HMC (FMF) Marco Clark has been collecting comic books since before he could read. His collection tops 3,000.

Clark, or Iwenta (E-win-a-ta), which translates as "First born, First of the sun," is a Native American Indian and member of the Lumbee/ Cherokee tribe of North Carolina. "Those two particular issues were significant to me in that they reflected 'real-world' events during that time." What Clark is referring to was the "Wounded Knee" incident of 1971 on the South Dakota reservations. The incident involved the Tribal Lands' rights vs. the U.S. government's right to seize reservation grounds.

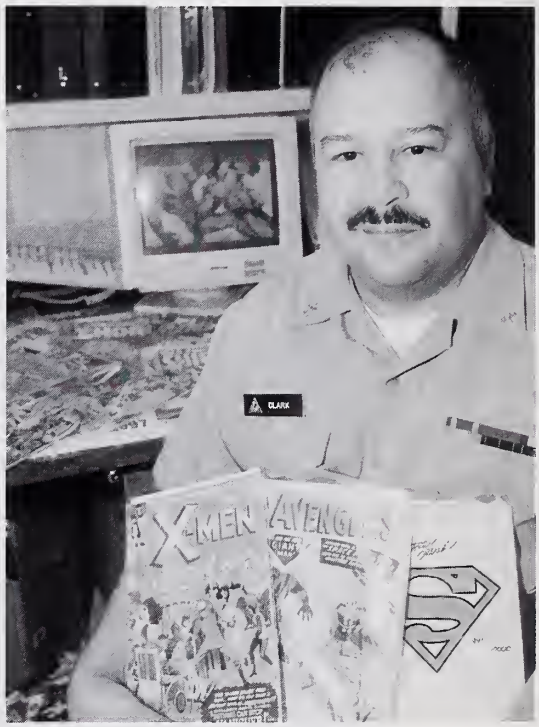


Photo by JO1 Bobby Jones

HMC(FMF) Marco Clark displays an X-Man comic valued at $8,000, a 1962 Avenger and an autographed copy of a Superman comic.

It wasn't until after Clark had reached his 13th birthday that he realized the collection would one day be valuable. After spending more than three decades collecting and trading comics, Clark decided to have his collection appraised. The appraising firm valued Clark's collection at a hefty $40,000. ⚓

Story and photo by JO1 Bobby Jones who is attached to the Naval Air Reserve public affairs office, Norfolk.

Reservist sets example of 'True Grit'

Aboard USS *Abraham Lincoln* (CVN 72) — "Don't tell me you do not have time to study," said Aviation Ordnanceman Chief Larry Witt. This 59 year-old Naval Reservist describes himself as a "goal-oriented person." He has stood by this statement both in the Navy and the civilian world. The California native is currently a member of Naval Reserve Unit 0189 on USS *Abraham Lincoln* (CVN 72).

For Witt, it all started after joining the Navy in 1954, nine years after the end of World War II. Witt spent four years as an AO aboard *Essex*-class carriers. In 1958, he left active duty and joined the Naval Reserve until 1962. After getting his Bachelor's degree in 1964, he married and moved to Squim, Wash., and started his own janitorial business.

In 1983, Witt made a bet. Witt and a former Marine friend were swapping sea stories one day when the idea hit. "I bet him whoever could get back into the military first will get a hundred dollars, and I won," said Witt.

On April 15, 1983, after a 21 year break in service, Witt signed a two-year contract with the Naval Reserve. He was assigned to Naval Air Station Reserve Unit 4089 as a 46 year-old Airman. "'You gotta wanna,' is my favorite expression," said Witt. "I took my rating books everywhere. When my wife and I went to the store I would stay in the car and study."



Photo by JO2 Bill Austin

"'You gotta wanna,' is my favorite expression"

— AOC Chief Larry Witt

In September 1995, Larry Witt became a chief petty officer after only 12 years. "Don't make excuses about your rating exams," said Witt. "I ran a successful business, raised a family and still managed to study. 'You gotta wanna.'" ⚓

Story and photo by JO2 Bill Austin who is stationed at the Naval Air Reserve public affairs office at Whidbey Island, Wash.

Around the Fleet

Everyone's a winner with "Ironkids"

Atlanta — Gold, silver and bronze medals were awarded. There was media coverage, a celebrity on hand and a determination by young competitors to succeed. It was Atlanta, but it was not the Centennial Olympiad, or the venues for the 1996 Paralympics.

It was the 12th Annual Ironkids Bread Triathlon, where every finisher was a winner.

The Ironkids Bread Triathlon, a national event sponsored by Earth Grains, is dedicated to promoting good nutrition, physical fitness and positive attitudes among children. For the second year in a row, the 1996 Triathlon was held at Naval Air Station Atlanta, Marietta, Ga.

Close to 400 boys and girls, ages 7 to 14, participated in the triathlon. To reach the nationals, they had to qualify in statewide events. One group of kids from Bermuda was able to raise $4,000 conducting a "Trash-A-Thon" to supplement a $2,000 grant from the government.

The competition included a Junior division, ages 7-10, and Senior division, ages 11-14. There was individual and relay competition in swimming, biking and running. Juniors swam 100 meters, cycled 3.1 miles and completed a half-mile run. Senior competitors swam 200 meters, cycled 6.2 miles and ran 1.2 miles.



Photos by PH3 Steven Harbour

Boys and girls competed in the Ironkids Bread Triathlon, where the top three finishers earned medals and ribbons of achievement.

NAS Atlanta Sailors, Marines, family members and Morale Welfare and Recreation personnel, together with Earth Grain representatives and members of API Championship Group, volunteered their services to make this event successful.

ESPN, "The Total Sports Network" was on hand to film the competition. Special guest commentator was four-time Olympic Gold Medal Swimmer, Janet Evans, who said the day was, "a special time for kids, and an excellent opportunity to develop their athletic abilities."

A Navy volunteer, Aviation Structural Mechanic (Structures) First Class Felix Mercado, summed up the days' events as he said, "This was for the kids, and their success is our success." ⚓

Story by JO1(SW) Bryan Wood, photo by PH3 Steven Harbour who are assigned to Naval Air Station Atlanta.

And it's a photo finish for most of the participants.

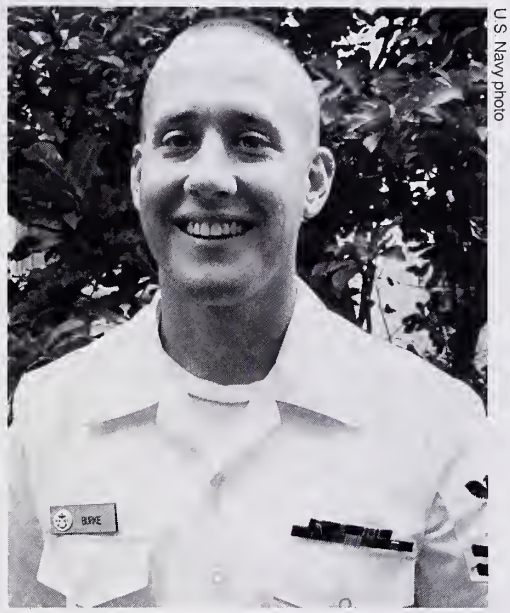


Photos by PH3 Steven Harbour

Sailor risks his life to help stranger

Prince George's County, Md. — It takes a certain degree of daring for a person to take control of a tragic situation while risking their own life.

For Hospital Corpsman 2nd Class Donald Burke, assigned to the National Naval Medical Hospital, Bethesda, Md., that daring came while returning from a family trip.



U.S. Navy photo

After witnessing an out-of-control vehicle cross the grass median and strike a tree, Burke pulled his vehicle over and rushed to the scene of the accident.

"I noticed a lot of smoke in the cab of the truck, and then forced the passenger door open so I could assess the situation," Burke said. "The driver had massive facial bleeding, a deformed leg and was struggling to get from behind the steering wheel."

Although qualified as an Emergency Medical Technician, Burke had no real-life experiences with accident victims. With unwavering determination and calmness, he freed the victim from the debris and pulled him from the burning truck.

"The smoke in the cab of the truck was increasing, and I noticed a flame coming from the driver's side of the engine," Burke said.

With the help of another passerby, Burke dragged the victim up a hill and laid him on a blanket. "By this time, there were about three or four people around the scene," Burke said. "I again assessed the victim for injuries. He had facial trauma, tenderness in the chest and what appeared to be a broken leg.

"The fire had spread from the engine compartment into the cab, and Burke realized that everyone in close proximity of the truck was in danger, should the vehicle explode. He raced to a nearby tractor trailer, retrieved a small fire extinguisher and proceeded to the truck, which was now engulfed in flames.

"The fire extinguisher was not enough to put out the flames and I went back to the victim's side. A trauma nurse had arrived at the scene with a small box of medical supplies. She took his vital signs, while I ensured the victim's airway was clear. He had begun to bleed from his mouth and nose."

"... Someone needed help ... so I helped."

— HM2 Donald Burke

An ambulance and the fire truck soon arrived and the fire was extinguished. Burke remained on the scene to assist the paramedics until the victim was flown by helicopter to the Maryland Shock Trauma Center in Baltimore.

When asked what prompted him to act, Burke replied, "... Someone needed help ... so I helped." ⚓

Story by OS3 Eric Sean Biggs is assigned to the Navy Public Affairs Center, Norfolk.

Shipmates



Disbursing Clerk 3rd Class Lavera Henderson was recently selected as Junior Sailor of the Quarter for the 3rd quarter 1996. She was also selected Junior Sailor of the Quarter, 4th quarter 1995 and Blue Jacket of the Year 1995. Henderson, assigned to Personnel Support Activity Detachment Norfolk.



Aviation Machinist Mate 2nd Class (AW) Steven McCubbin was recently accepted into the Seaman-to-Admiral program. McCubbin, assigned to VAW-113 "Black Eagles," will report to Officer Candidate School (OCS) at NAS Pensacola. McCubbin was one of 50 Sailors accepted from more than 1,200 applicants.



Personnelman 3rd Class Eliza Corpuz was recently selected as USS *Constitution*'s Junior Sailor of the Quarter, 4th quarter 1996. As the division officer for the administration department, division supply officer and command watchbill coordinator, Corpuz spends many hours ensuring that duty days run smoothly for her shipmates.



LT Charles Callanan was recently awarded $1,800 from the Military Cash Awards Program for saving the Navy nearly $260,000. Callanan, the communications officer at U.S. Naval Antarctic Support Unit was tasked with demolishing an antenna arra. Callanan transferred the antennas to the New Zealand Air force and saved the demolition cost.



Damage Controlman 1st Class (SW) Gregory Collins was selected as Corrections Specialist of the Quarter, 1st quarter of 1996, at Naval Brig/Correctional Custody Unit, Pensacola, Fla. The Macon, Ga., native was recognized for his leadership, managerial and counseling skills.

March ALL HANDS Contributors

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JO2 Bill Austin
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JO2 LoraLei Bish
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PH3 Steven Harbour
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JO1 Bobby Jones
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Michael McClellan
PHAA Damon Moritz
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U.S. Navy photo

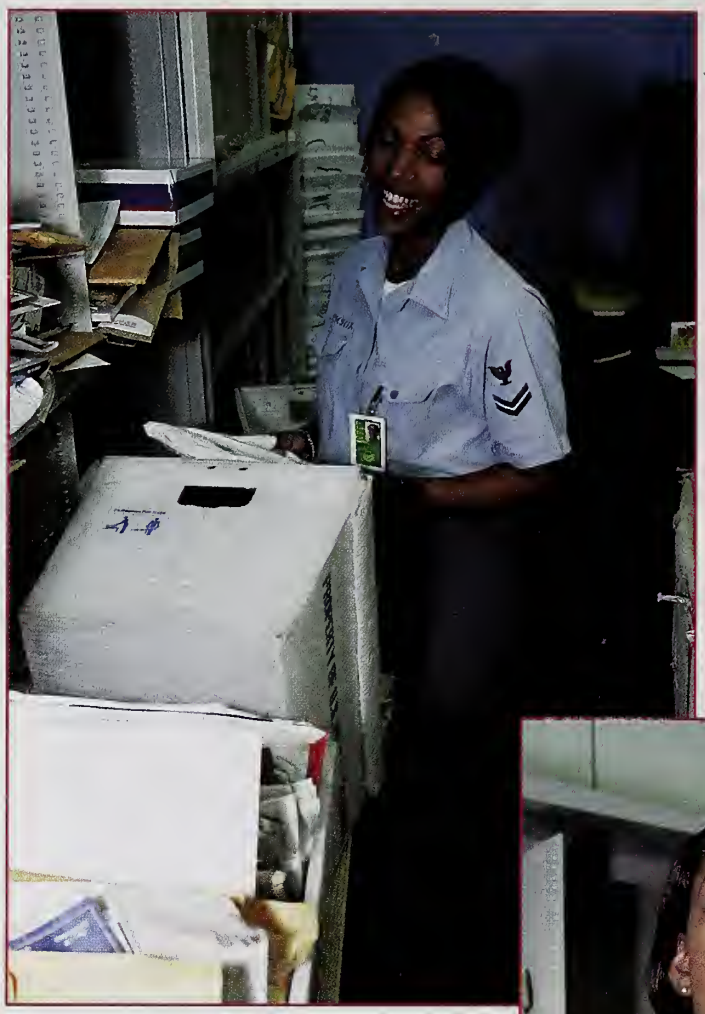


U.S. Navy photo

A *Standard* Missile-2 (SM-2) Block IVA leaves its canister in Vertical Launching System MK 41 aboard USS *Shiloh* (CG 67) during test firing of a new version of the proven *Standard* missile family.

The Navy successfully demonstrated its Theater Ballistic Missile Defense (TBMD) capability recently when a ballistic missile target was shot out of the sky over the White Sands Missile Range in New Mexico for the first time using the SM-2 Block IVA.

With this intercept the Navy moved into a new era where the Navy will play an increasingly vital role in the defense of forces ashore.



Photos by JO1 Ron Schafer



Name: PC2 Sonya Y. Jackson

Assigned to: Naval Mail Center, Norfolk.

Hometown: Lebanon, Ill.

Job description: "I handle incoming/outgoing mail and metered mail."

Achievements: Received Good Conduct Medal and Letter of Commendation.

Best part of job: "Customer service. I like dealing with the customers and helping them out."

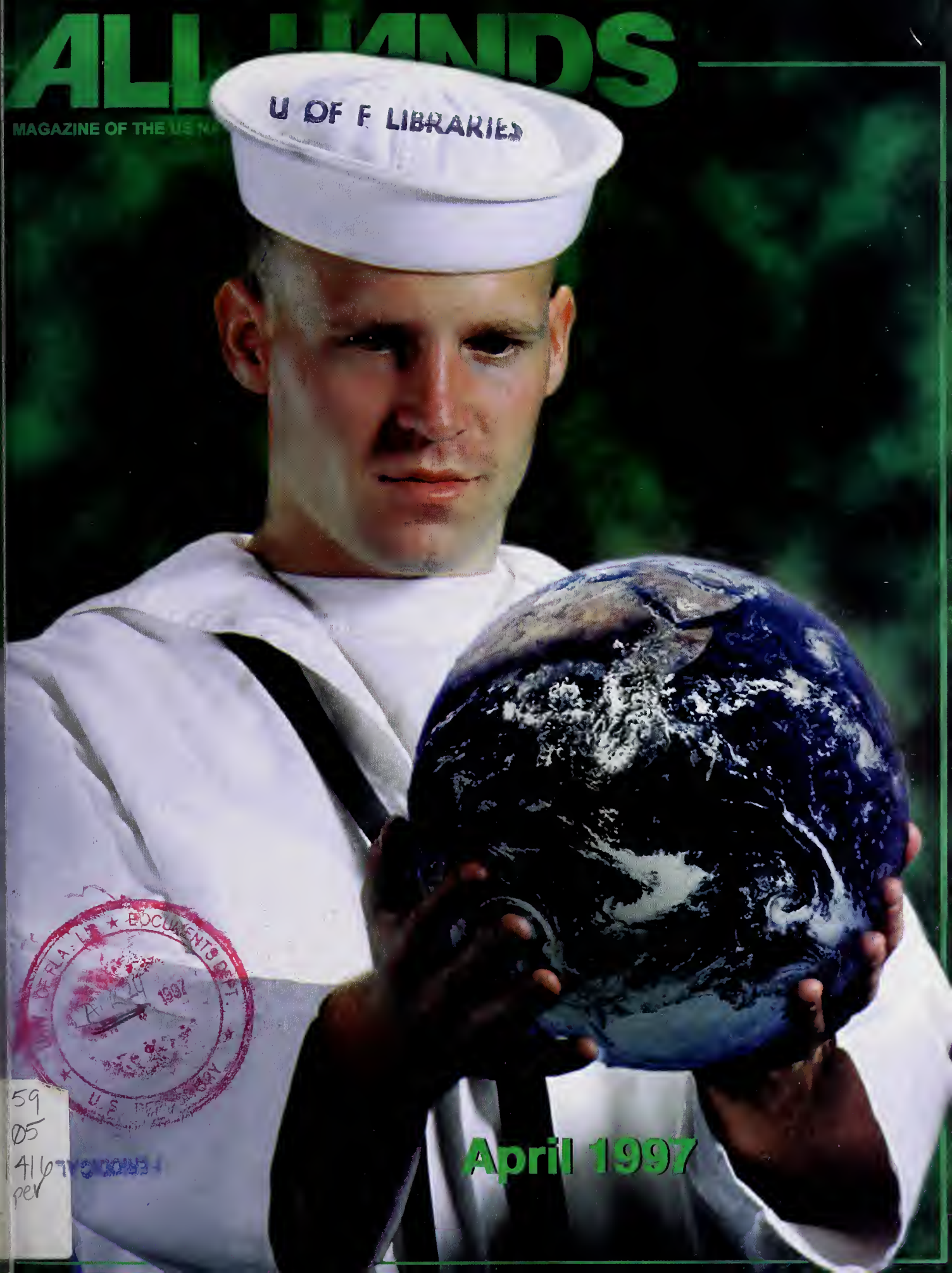
Key to success: "Working with good people who help you along the way."

Places visited while in the Navy: Turkey, Israel and Egypt

ALL HANDS

MAGAZINE OF THE U.S. NAVY

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U.S. NAVY ★ DOCUMENTS DEPT. ★ 1997

April 1997

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Any day in the Navy 1997

May 8, 1997, is just like any other Navy day. That's why it's so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1997 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy, and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles. Don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.



Photo by PH3 Sam Dalal

Photos must be shot during the 24-hour period of May 8. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and cutline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of indentifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at *All Hands* by May 30, 1997. Photos will not be returned.

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Address questions to the Photo Editor at DSN 288-4209 or (202) 433-4209. ⚓

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ALL HANDS
April
Number 960

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PAGE 30



Photo by JO2 Chris Alves

PAGE 22

Features

4 *Merrimack* 'grows their own'
Merrimack's professional development board achieves high results.

8 Fleet input results in 'sit-up' berth
New berth gives Sailors more room for storage.

10 Earth tips
Fourteen ways *you* can help save the Earth.

12 Underwater cables assist whales
Office of Naval Research tests fixed and towed listening devices to track endangered right whales.

17 Navy reduces pollution at sea
Navy ships provide test platform for positive pollution prevention initiatives.

20 Of SEALs and a serpent of the sea
Giant oarfish found on beach at North Island.

22 Nature at Indian Head, Md.
Guns (weapons testing) and roses (environmental initiatives) peacefully coexist on base.

28 A safer way to battle the blaze
New propane fire trainer helps environment.

30 Jacksonville's gentle giants
NAS Jacksonville protects the manatees.

32 HAZMAT control: *TR* leads the way
Roosevelt's award-winning program controls hazardous material, saves money.

34 Preserving our sensitive resources
The Navy helps endangered species in America.

36 Remember Arbor Day
Plant a tree to help the environment.

40 Navy doc flies community airlift
Surgeon provides China Lake with health care.

42 Seabee detail helps restore old clubhouse
Detachment provides basewide renovations at Naval Station Norfolk.

44 'The one that got away'
Kauai Sailors save humpback whale.

46 Quick action saves Sasebo
Boatswain's mate's call and Port Ops quick response keeps oil spill contained.

On the Cover

Sailors take care of our planet. Graphic design by PH2 Ephraim Rodriguez and PH3 Sam Dallal. Model is RM3 Jason M. Coffey.

Columns

2 **Charthouse**
48 **Shipmates**

Inside back cover: Please continue to send photos of your "Navy" license plates to *All Hands* magazine, Naval Media Center, Bldg. 168, Naval Station Anacostia, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5088.

Charthouse

Chief of Naval Operations annc

The Chief of Naval Operations recently announced the 1996 environmental award winners. An award ceremony will be held at the Pentagon April 24, 1997, to present 16 environmental awards in seven categories. The award winners are:

Natural Resources Conservation Award

— Small Installation:

NAS Oceana, Virginia Beach, Va.
Naval Surface Warfare Center, Indian Head, Md.
Naval Amphibious Base Coronado, San Diego

— Large Installation:

NAS Miramar, San Diego
Naval Submarine Base, Kings Bay, Ga.
Naval Surface Warfare Center, Crane Division, Crane, Ind.

— Individual:

Mr. Mark Gibson, NAS Pensacola, Fla.
Ms. Catherine Zeilske, Naval Amphibious Base Little Creek, Norfolk
Mr. Thomas Sarros, Naval Station Pascagoula, Miss.

Cultural Resources Management Award

— Installation:

NAS Patuxent River, Md.

— Individual:

Mr. Ronald Johnson, Naval Facilities Engineering Command, Charleston, S.C.

Environmental Quality Award:

— Industrial Installation:

Naval Surface Warfare Center, Indian Head, Md.
Naval Submarine Base Bangor, Silverdale, Wash.
Public Works Center, Pearl Harbor

— Non-Industrial Installation:

National Naval Medical Center, Bethesda, Md.
NAS Whidbey Island, Oak Harbor, Wash.
Naval Weapons Station Yorktown, Yorktown, Va.

— Individual:

Mr. Patrick Spahn, National Naval Medical Center, Bethesda, Md.
Mr. Douglas Kirk, NAS Oceana, Virginia Beach, Va.
Mr. Duane Gielda, Naval Base, Norfolk

Emerging rates get new BIBS and PARS

The Bureau of Naval Personnel (BUPERS) recently announced advancement eligibility requirements for ratings undergoing mergers and expansions.

NAVADMIN 23/97 also provides sources for obtaining training manuals, nonresident training courses, ratings bibliographies (BIBS) and personnel advancement requirements (PARS).

The advancement requirements in the NAVADMIN cover the following merged or expanded ratings:

— boiler technician (BT) and machinist's mate (MM), surface;

— machinist's mate (MM) and torpedoman's mate (TM), submarine;

— ocean systems technician (OT) and sonar technician (surface) (STG);

— gunner's mate (guns) (GMG) and gunner's mate (missiles) (GMM);

— data processing technician (DP) and radioman (RM);

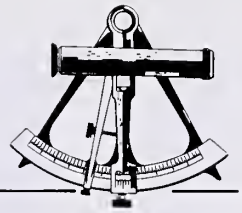
— data systems technician (DS) and electronics technician (ET) surface;

— data systems technician (DS) and fire control technician (FC);

— merger of interior communications electrician (IC)/radioman (RM)/quartermaster (QM) submarine into electronics technician (ET) submarine;

— expansion of mineman (MN) rating to include related boatswains mate (BM), gunners mate guns (GMG), operations specialist (OS) and sonar technician (surface) (STG) rating functions.

Questions regarding BIBS and PARS should be referred to the Navy Advancement Center at NETPDTC, DSN 922-1383 or (904) 452-1383. E-mail address: <navy.advancement@smtp.cnet.navy.mil.>



ces environmental award winners

— **Small Ship:**
USS *Fitzgerald* (DDG 62)
USS *Simon Lake* (AS 33)
USS *Arthur Radford* (DD 968)
— **Large Ship**
USS *John C. Stennis* (CVN 74)
USS *Carl Vinson* (CVN 70)
USS *Wasp* (LHD 1)

Pollution Prevention Award

— **Industrial Installation:**
Puget Sound Naval Shipyard, Bremerton, Wash.
Public Works Center, San Diego
Public Works Center, Washington, D.C.
— **Non-Industrial Installation:**
Naval Construction Battalion Center, Port Hueneme, Calif.
National Naval Medical Center, Bethesda, Md.
Naval Amphibious Base Little Creek, Norfolk
— **Weapons System Acquisition Team:**
New Attack Submarine Program (PMO 450)
Advanced Tactical Airborne Protection System (PMA 72)
Pollution Prevention Afloat Team

Recycling Award

— **Industrial Installation:**
Naval Aviation Depot North Island, San Diego
Naval Submarine Base Bangor, Silverdale, Wash.
— **Non-Industrial Installation:**
National Naval Medical Center, Bethesda, Md.
NAS Kingsville, Kingsville, Texas
Naval Weapons Station Yorktown, Yorktown, Va.
— **Individual:**
Ms. Linda Reilly, Puget Sound Naval Ship yard, Bremerton, Wash.
Mr. Allen Simmons, Naval Weapons Station Yorktown, Va.
Mr. Frank Space, NAS Jacksonville, Fla.

Environmental Cleanup Award

— **Installation:**
NAS North Island, San Diego
Puget Sound Naval Shipyard, Bremerton, Wash.
Naval Air Engineering Station, Lakehurst, N.J. ⚓

NAVADMIN announces FY97 Early Separation Program

Bureau of Naval Personnel (BUPERS) recently announced the FY97 Enlisted Early Separation program, authorizing commanding officers to grant individuals up to six months early separation.

This program applies to active-duty and enlisted service members including USN, USNR, TAR and canvasser recruiters, and continues the FY96 Enlisted Summer Early Separation program.

According to NAVADMIN 007/97, enlisted service members may request early separation for up to six months prior to their expiration of active obligated service (EAOS) if the EAOS (or EAOS as extended) is before Jan. 1, 1998. Commands who grant early separation should not expect a relief until the service member's EAOS or projected rotation date (PRD), whichever is earlier.

The NAVADMIN also includes information on eligibility, limitations, program dates and other considerations including Montgomery GI Bill affects, veterans benefits, recoupment of enlistment/reenlistment bonus, transition services and separation incentives.

Points of contact are policy guidance (PERS 222D) at DSN 225-3853 or (703) 695-3853); proceeding questions (PERS 254) at DSN 224-1285 or (703) 614-1285; cancellation of inoperative extensions (PERS 254) at DSN 227-3800 or (703) 697-3800; and educational entitlements (PERS 604) at DSN 224-5934 or (703) 614-5934. ⚓



SN Juan Herrera performs his 'second job' as a winch checker during underway replenishments. Herrera made RM3 his first time up.

Merrimack 'grows their own'

Story by YN1(SW/AW) Elizabeth M. Riley

Taking care of our own is what the Navy is all about — shipmates helping shipmates.

Recruiters always ask, "So, what do you want to be?" Many Sailors join the Navy without making that decision, for a variety of reasons, and report to their first command without a designated rating. The primary mission of USS *Merrimack* (AO 179) — underway replenishment (UNREP) — requires a large number of deck seamen.

As a result, this fleet oiler is manned with many non-designated seamen straight from boot camp and apprenticeship training. Recruiters talk about "striker boards" and the wide variety of options available at a Sailor's first duty station. On *Merrimack*, those options come to life.

The Chief Petty Officer (CPO) Mess works together on board *Merrimack* to make those promises a reality for their Sailors.

In the deck department, seamen are put to work learning some of the most complex operations in the boatswain's mate rating.

Every non-designated seaman striker spends about a year in deck department, learning basic seamanship skills and the UNREP trade as a member of a rig team. The strikers also help maintain not just one, but two full length weatherdecks.

This year is also an opportunity to complete basic shipboard requirements such as damage control, 3-M and quality assurance, to make at least one paygrade jump and to look around at the different ratings the Navy and *Merrimack* have to offer.

Merrimack encourages Sailors to explore the 25 different ratings available on board, as well as other ratings available in the Navy.

At the professional development board (PDB) non-designated personnel, whether seamen or firemen, have their records thoroughly screened and discuss career goals and options with CPOs who represent a cross section of the ship. The PDB looks at ASVAB test scores, evaluations and commitment to the rating chosen, as evidenced by completion of required correspondence courses. Strikers are encouraged to keep training.

The level of commitment is a primary consideration, as well as the suitability of the Sailor for the chosen profession. The very persuasive comments from the individual Sailor concerning their goals and desires also come into play here. Nervousness shows



U.S. Navy photo

SN Erika Latshaw practices her semaphore skills under the watchful eye of her LPO, SM2(SW) Trumesia Bembry. Latshaw made SM3 her first time up.

— for some it is the first time in front of a board of any kind. Divisions, foreseeing personnel shortages in the future, heavily recruit the junior strikers to fill their upcoming shortages.

When last spring's advancement examination results hit the streets, *Merrimack* saw the results: 17 out of 34 candidates were advanced to petty officer 3rd class.

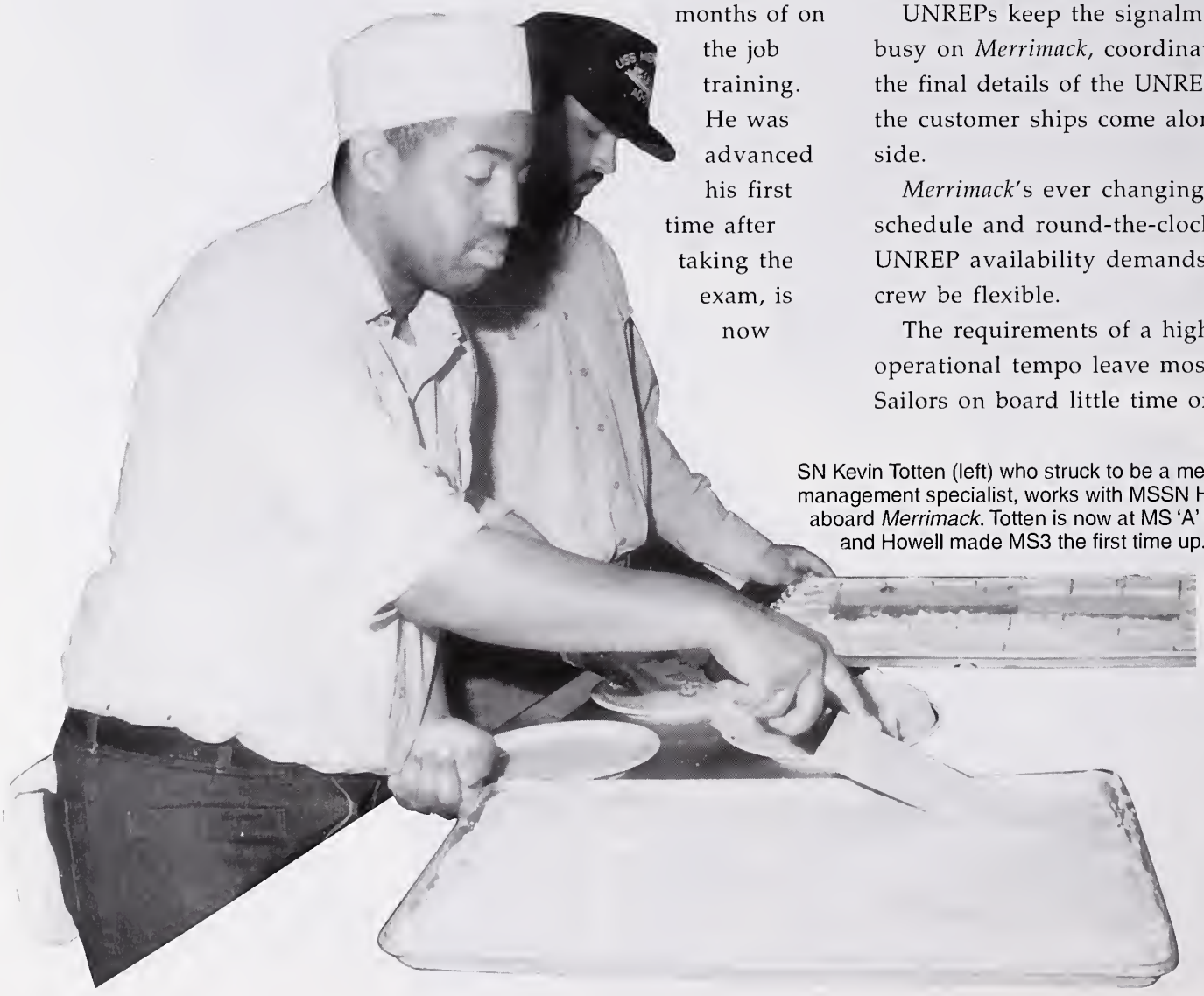
SN Juan Herrera, of Los Angeles, took the exam for radioman after 20 months in deck and three months of on the job training. He was advanced his first time after taking the exam, is now sporting a new 3rd class chevron and couldn't be prouder. "I never thought I'd make it the first time up," the new RM3 said. "I guess all that hard work paid off."

Another striker, SN Erika Latshaw (now signalman 3rd class), was worried about taking the test for the first time, but the training she received from signals division held her in good stead. Latshaw couldn't wait to check out of deck, change berthing compartments and climb to the ship's 0-7 level every day.

UNREPs keep the signalmen busy on *Merrimack*, coordinating the final details of the UNREP as the customer ships come alongside.

Merrimack's ever changing schedule and round-the-clock UNREP availability demands the crew be flexible.

The requirements of a high operational tempo leave most Sailors on board little time or



SN Kevin Totten (left) who struck to be a mess management specialist, works with MSSN Howell aboard *Merrimack*. Totten is now at MS 'A' school and Howell made MS3 the first time up.



U.S. Navy photo

SHSN Justin helps MR2(SW) Robert Petts in *Merrimack*'s ship's store.

energy to pursue extra activities.

Non-designated personnel are even more taxed, striving to find a trade that fits.

The ship's PDB helps, steering these junior Sailors toward jobs they are qualified for, and that suit their interests.

Led by Master Chief Machinist's Mate(SS) Daniel Smith, *Merrimack*'s Command Master Chief; Damage Controlman 1st Class (SW) Holly Monie, the ship's Command Career Counselor; and the CPO community, many hours of preparation are required prior to the PDB meeting.

Last spring, 17 of 34 candidates were advanced to petty officer 3rd class aboard Merrimack.

The board is not just for junior Sailors. Senior Sailors also receive career guidance. After the results of the last chief's exam were published, those who did not make the board appeared before the ship's PDB to review their exam scores and service records, and to develop a game plan for the next time.

Taking care of our own is what the Navy is all about — shipmates helping shipmates. Internal education and training opportunities to work in a desired rating and match individual interests with the needs of the Navy are all a part of professional development. *Merrimack*'s PDB keeps shipmates on track — and upwardly mobile. ⚓

Riley is assigned to USS Merrimack (AO 179) public affairs office.

Fleet survey provides input for 'sit-up berth'

Story by JO3 Raina Williams

Since U.S. naval ships first sailed during the American Revolution, there has been a need to provide a place, even among all the musketry and ordnance, for Sailors to sleep and rest. The Navy continues to explore new ways of doing just that. From hammocks with netting slung from the overhead of the compartment to so-called "coffin racks," the endeavor goes on.

For many Sailors at sea, a rack is home for an entire deployment. They sleep, read, write letters and store personal belongings in this compact space. Sometimes reading and writing letters can be difficult because of the small space separating one rack from another.

A recent survey conducted by the Naval Sea Systems Command's (NAVSEA) Habitability Program Office sought to find out how Sailors feel about shipboard living conditions. Through the review, they hoped to design better living facilities to meet the needs of fleet Sailors. Feedback from the 28 commands and 62 ships that participated in the survey was compiled and assessed. An overwhelming number of Sailors expressed concerns about living spaces, particularly in personal stowage and crew berthing. With the support of NAVSEA's Affordability Through Commonality (ATC) program, the Habitability Program Office went to work designing a new type of crew berth known as the "sit-up berth."

"Rather than just having 20 inches of clearance [from the top of the mattress to overhead panel] to allow a [Sailor] to roll over, even a tall Sailor will be able to sit up and read or write letters in [a] rack," said Shawn Izenson of NAVSEA's Habitability Program Office.

The new sit-up berth offers a number of advantages over the current Light Weight Modular Berths (LWMB). Some improvements include better lighting, a spring lift assist to access the locker below the mattress and a more comfortable 4-inch thick, pocketed innerspring mattress.

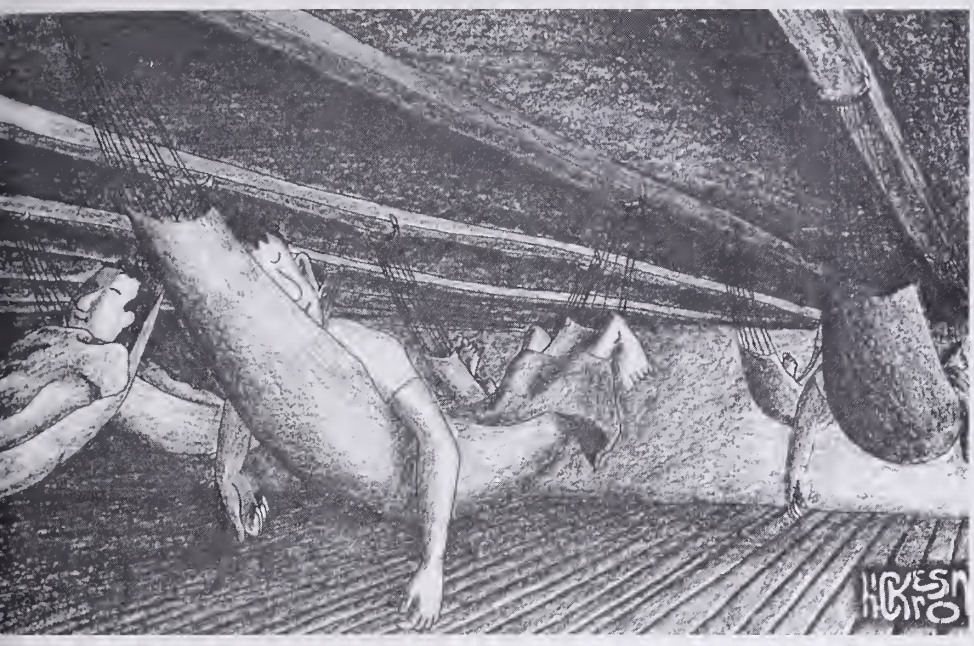
"We're putting in innerspring mattresses which are much more comfortable and less expensive than the foam mattresses," Izenson said.

Other features of the sit-up berths include a fold-up writing surface (similar to airline tray tables); a mirror; a shelf to place small items like glasses, watches and clocks; and a magazine rack. The new berth will also have a longer towel bar to keep bedding on racks from getting damp. To prevent stepping on bunks, NAVSEA has also planned to put a ladder on the exterior of the berth. New built-in lockers and drawers will have 60 to 70 percent more stowage than the current design.



Photo by PH3 Sam Dallal

1997: The new sit-up berthing gives Sailors an additional 5 cubic feet of space.



◄1800s: A berthing deck. The average crew was about 450 men, divided into two work sections or "watches." With care, 220 hammocks could be slung at a time.

stowage than the current design.

NAVSEA will install three sit-up berth prototypes aboard the guided missile destroyer USS *Cole* (DDG 67) for an at-sea test to find out from Sailors if any modifications are needed.

"Primarily, we want to know what [Sailors] like and don't like about the berths," Izenson explained.

Izenson said ATC's primary goal is to reduce the total cost of standard equipment among all new Navy ships in the fleet. Unfortunately, these berths won't be placed on all ships. Most will be on new ships.

"The berths will save money through standardization," said Izenson. "We believe the new berths will increase morale and retention by providing a personal space [for Sailors] to chill out."

The next time you crawl into your "coffin" or future "sit-up berth," remember that this is progress we can all sleep on. Sweet dreams! ⚓

Williams is a staff writer assigned to All Hands.





U.S. Navy photo

◄ 1941:The Patten brothers, Allen, Ray, Myrne, Clarence Jr., Gilbert, Bruce and Martin, occupy one corner of their division's berthing compartment on the World War II battleship *Nevada* (BB 36).

Earth Tips: 14 way

1. **Pre-cycle** - Think ahead! Find out what type of packaging products are in and how you're going to dispose of it before you buy it.

2. **Recycle glass** - Glass never breaks down - it can be recycled forever. Glass is such a popular recyclable that most bottles and jars contain at least 25 percent recycled glass. Glass can be recycled the same way as aluminum.

3. **Recycle aluminum** - Recycling aluminum is much more efficient than producing it from raw materials. Twenty aluminum cans can be recycled into new containers with the same amount of energy it takes to make one from scratch. Some base housing areas have set up curbside recycling systems. The same is true of many civilian communities. If curbside recycling is not available, you can take your recyclables to the nearest recycling center.

4. **Recycle paper** - Each year we throw away 4 million pounds of office paper and that's enough to build a 12-foot-high wall of paper from California to New York. Check the yellow pages for a paper recycler; some will even come to your office to pick it up.

5. **Use cloth grocery bags** - They're sturdy and reusable. If every household in America did, we could save as many as 60,000 trees for every trip to the grocery store.

6. **Stop receiving junk mail** - Send your name and complete address to Direct Marketing Association, ATTN: Mail Preference Service, P.O. Box 9008, Farmingdale, N.Y. 11735 ,and they will take your name off national mailing lists used by most mail order companies.

7. **Recycle phone books** - Some recycling centers accept phone books and many phone companies have their own recycling programs. Every year, 650,000 tons of paper are used in phone books. Before recycling your yellow pages, use them to find a recycler that will take them.

8. **Recycle plastic** - The EPA has a list of chemicals that generate the most hazardous waste during production. The plastics industry uses five of the top six. Plastic can be recycled the same way as aluminum.

9. **Snip 6-pack rings** - Those 6-pack rings used for beer, soda and oil are lightweight. This makes them easy to lose at the beach and allows them to blow around in landfills. They are deadly to fish, birds and sea mammals if they end up in the water. If you snip or simply tear the rings, they won't strangle or be ingested by innocent marine life.

10. **Reuse your Christmas tree** - Next Christmas, use a living Christmas tree. You can transplant it after the holiday. Check with your local nursery to find out how.

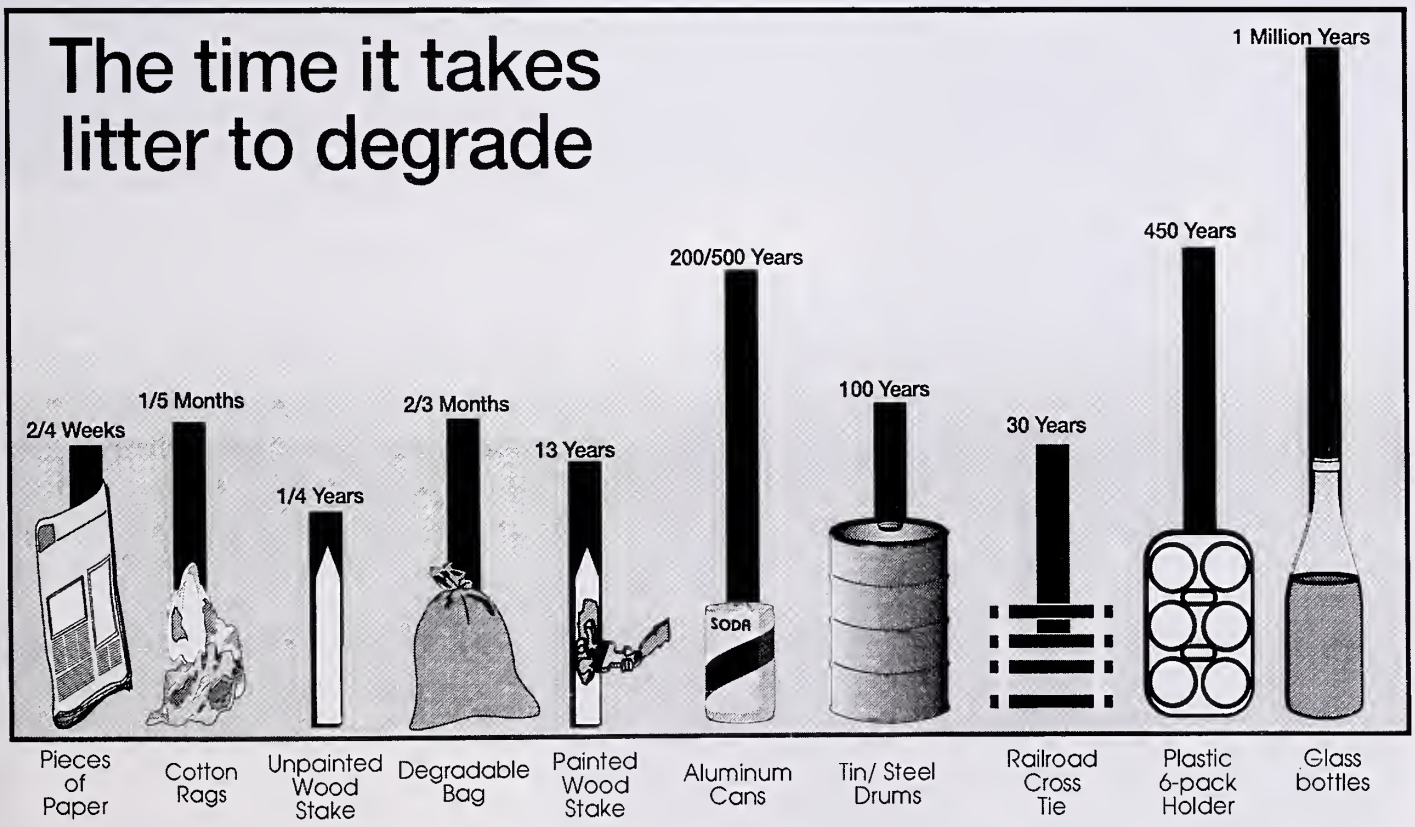
ou can save the world

11. **Carpool to work** - Each year traffic congestion on U.S. streets wastes 3 billion gallons of gasoline — about 5 percent of our total gasoline consumption. By carpooling you'll be saving gas, plus most bases have special parking privileges for those who do. Carpooling just eight miles saves about 4,000 auto miles per person each year, every year

12. **Don't buy juice boxes** - Juice boxes are made from aluminum foil, paper and plastic — they can't be recycled. Besides, it's cheaper to buy juice in large quantities and keep it in a reusable container.

13. **Take care of car tires** - Tires have a bigger affect on the environment than you may think: It takes half a barrel of oil to produce the rubber needed for one truck. They also cause problems in landfills — they're bulky, don't decompose and provide breeding grounds for mosquitoes. By buying longer-lasting, more fuel-efficient tires and ensuring they are properly inflated, balanced and rotated on a regular basis, your tires will last much longer.

14. **Recycle car batteries** - Your car battery contains 18 pounds of toxic lead and a gallon of sulfuric acid — not exactly the type of stuff you want floating around in your drinking water. Most retailers who sell batteries gather old ones and recycle in bulk.



Underwater cables add new di

Story by Stuart Lee Johnston

It's no secret that endangered marine mammals command the respect of even the largest Navy war vessels; especially rare northern right whales. During the winter season, when the gentle giants migrate to the Florida-Georgia coast to bear their young, Navy ships' crews and watch-standers work in a state of almost constant vigilance to maintain a safe distance from the animals.

Protecting whales often requires knowing their exact whereabouts. And that can present a challenge in times of reduced visibility, high seas or avoiding submerged whales. Now, thanks to a joint initiative by the Office of Naval Research and several Navy activities in the southeast, Sailors and marine biologists who track the whales may soon have some powerful new stewardship tools.



Photo courtesy of Boston's New England Aquarium

Stepping up its support of right whale monitoring in the critical habitat near Jacksonville, Fla., the Navy is testing the concept of using both fixed and towed underwater listening cables and infrared detection devices mounted on ships.

A fixed or stationary array, with almost nine miles of armored cable and 20 hydrophones extending along the ocean bottom southeast of Naval Station Mayport, Fla., has operated successfully since being installed in mid-December. The cable is tethered to a nearby fishing pier where the acous-

SA Curtis Tate vigilantly watches for right whales from the bridge of the USS *Leyte Gulf* (CG 55).

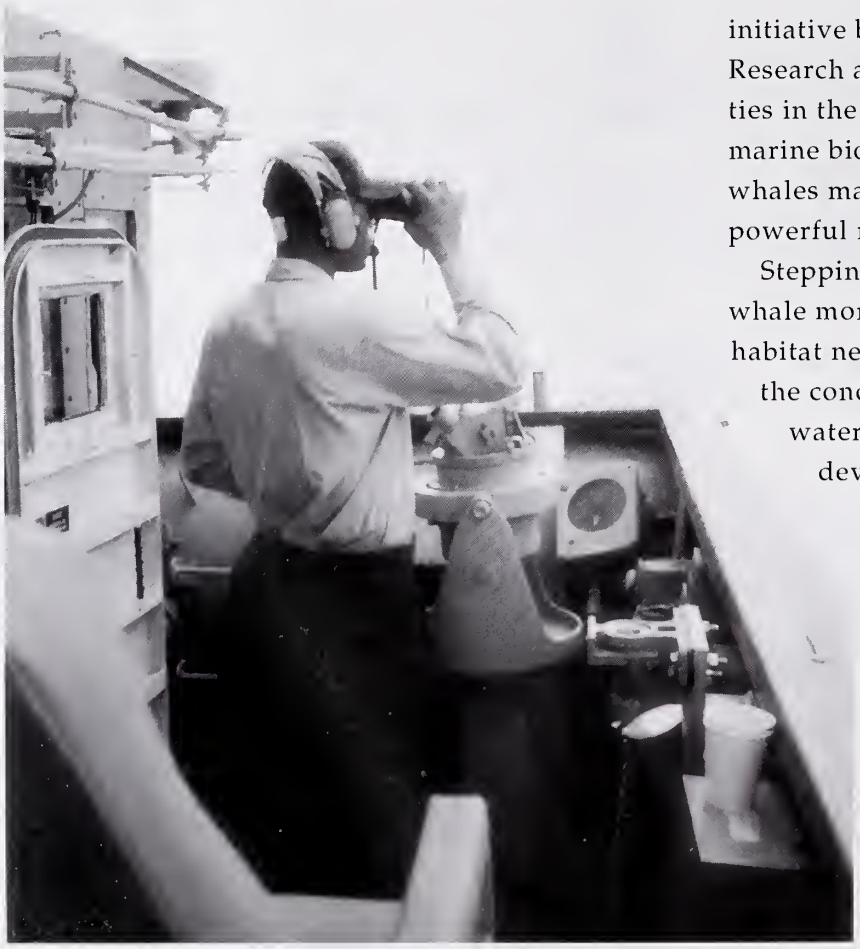


Photo by Jerry Wallmeyer

nsion to right whale protection



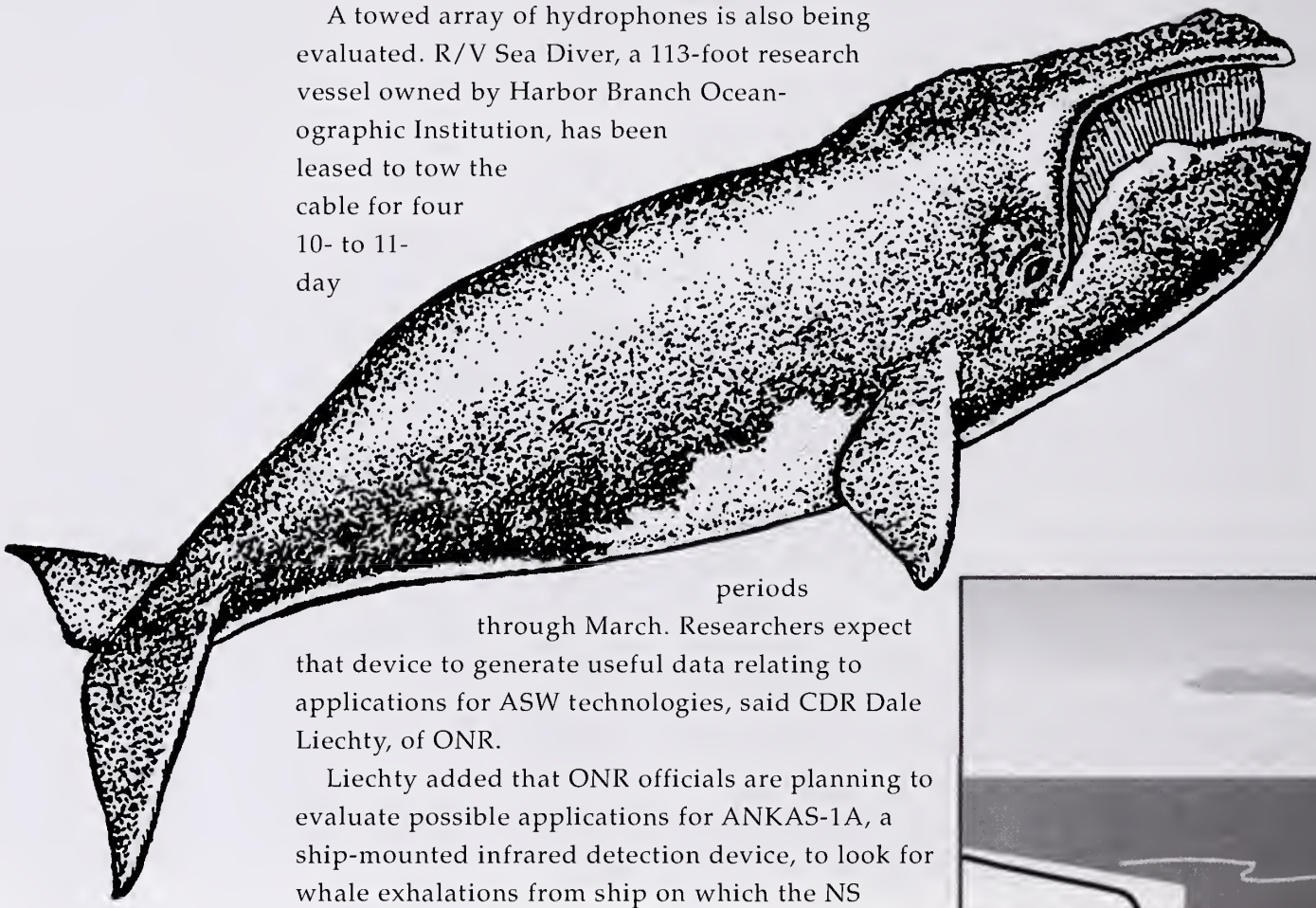
An adult male Northern Right Whale swims off the coast of northern Florida as a Navy tender steams in the background.

tic signals are relayed via the Internet to antisubmarine warfare technicians at NAS Jacksonville. There, analysts from Naval Command Control and Ocean Surveillance Command's Research, Development, Testing and Evaluation Division (NRAD) are evaluating sonar and other devices as a method to detect and track whales. Whenever NRAD analysts identify signals produced by marine mammals, exact times and locations are passed to Fleet Control and Surveillance Facility (FACSFAC) Jacksonville operators.

The Naval Atlantic Meteorology and Oceanographic Facility (NAVLANTMETOCFAC) at NAS Jacksonville is proving real-time oceanographic data to decision makers and planners at FACSFAC. State-of-the-art graphic depictions of sea surface temperature, ocean currents and wave heights are constructed from continuous satellite observation of the ocean. Using these products, with corresponding sea floor bathymetry (bottom typography), FACSFAC specialists determine areas which exhibit the highest

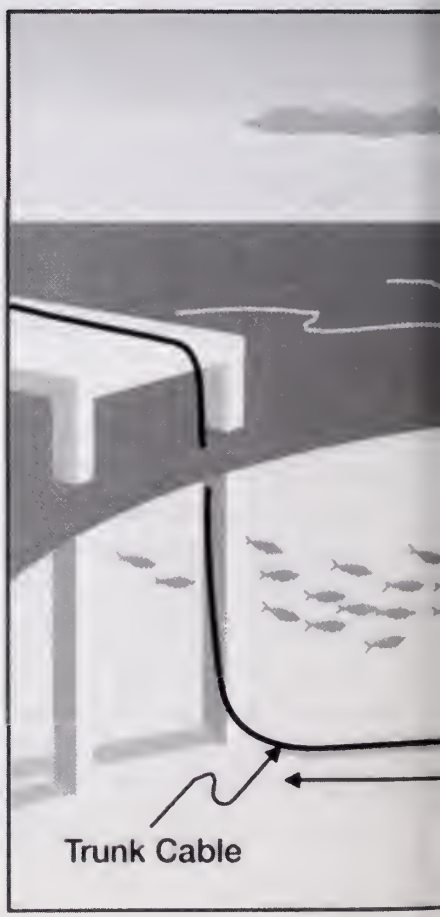
probability of accommodating right whales (usually colder, shallow water outside the Gulf Stream) and guide naval operations accordingly.

A towed array of hydrophones is also being evaluated. R/V Sea Diver, a 113-foot research vessel owned by Harbor Branch Oceanographic Institution, has been leased to tow the cable for four 10- to 11-day periods through March. Researchers expect that device to generate useful data relating to applications for ASW technologies, said CDR Dale Liechty, of ONR.



Liechty added that ONR officials are planning to evaluate possible applications for ANKAS-1A, a ship-mounted infrared detection device, to look for whale exhalations from ship on which the NS Mayport-based Afloat Training Group is conducting training. He explained that right whale exhalations create a unique V-shaped signature when viewed in the infrared mode.

Already contributing financial and operational support of an aerial whale spotting and reporting system., and despite having provided ships and utility vessels to assess injured or sick whales, Navy officials opted to begin testing after receiving requests from RADM Kevin F. Delaney, commander, Naval Base Jacksonville, on behalf of the U.S. Southeast Implementation Team for the Recovery of

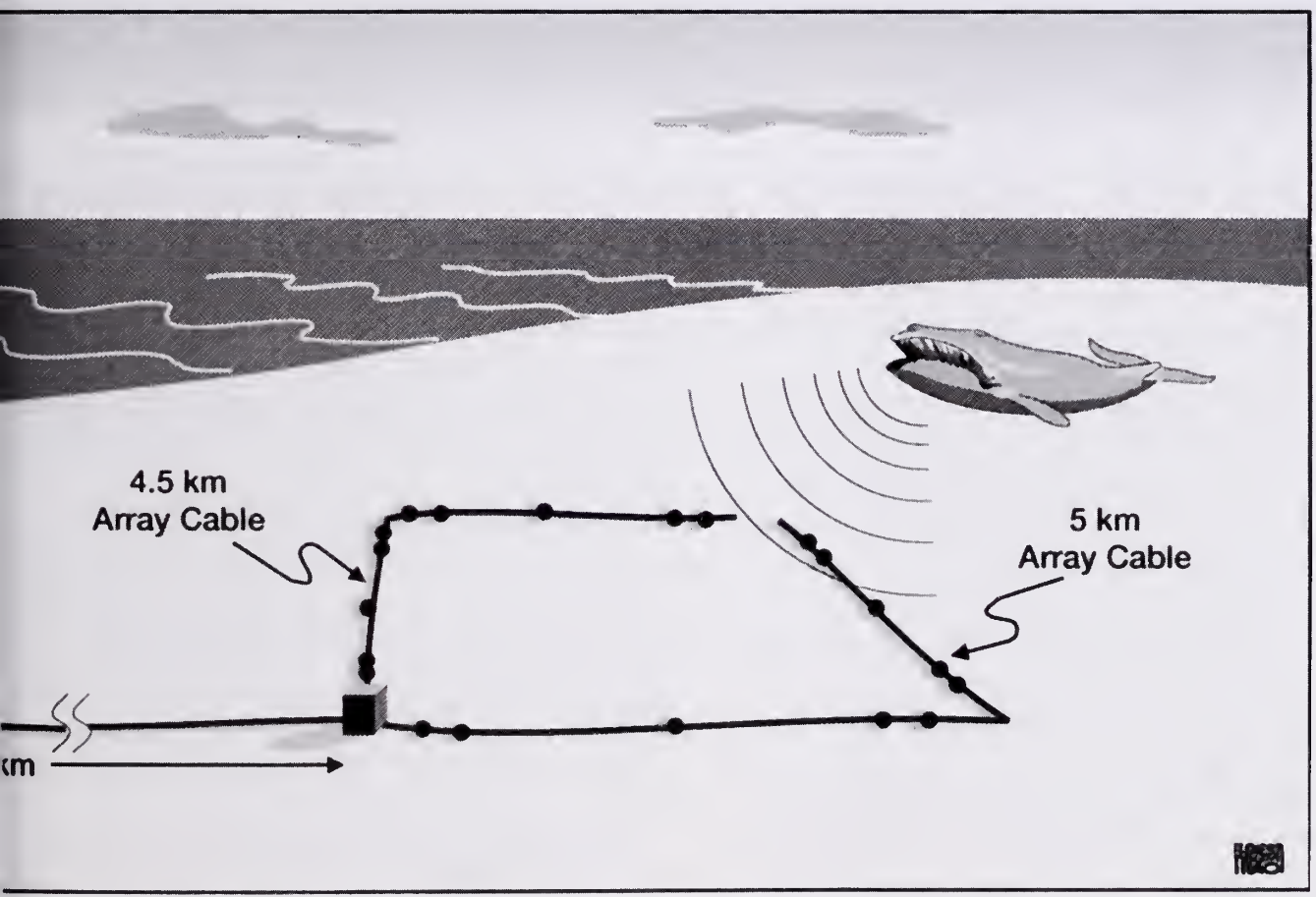


the Northern Right Whale. The admiral, who serves as a regional environmental coordinator, was a driving force in focusing proved defense technologies to protect right whales.

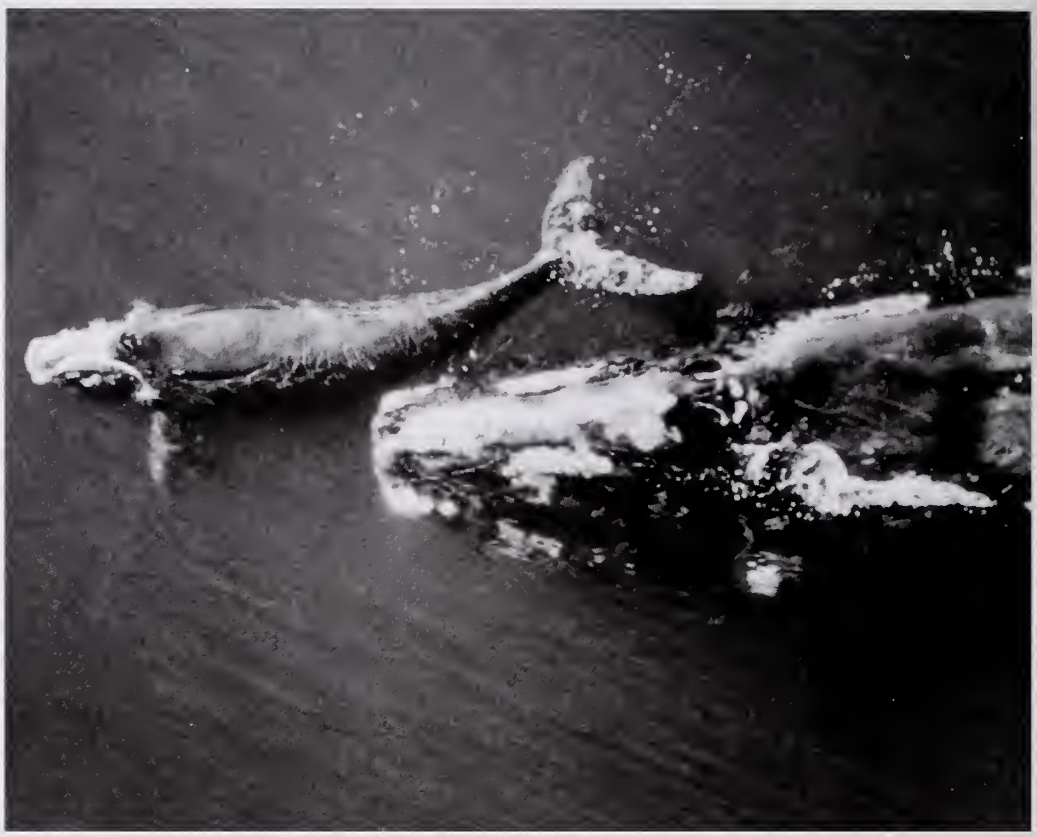
"That's why the Navy continues to be so important to the [Implementation Team]," said Bill Brooks, a marine biologist with the Florida Department of Environmental Protection.

"In the past, the Navy has paid each year to support monitoring flights as it has supplied a sea tractor tugboat to help assess an injured whale calf," said Brooks. "Support that warrants form appreciation. With this new research, we can expect even more progress." ⚓

Johnston is the environmental public affairs officer at Naval Base Jacksonville, Fla.



The above diagram depicts the fixed-bottom, passive acoustic system concept. Almost nine miles of cable were installed in December 1996 to receive and relay acoustic signals generated by right whales and other marine mammal species.



A baby right whale and its mother traverse the waters 4 miles east of Naval Station Mayport, Fla.

Photo by Chris Slay

Fleet directives aid whale protection

Story by Stuart Lee Johnston

Right whales, so named because they were once the "right" whales to kill as a rich source of usable products like oil, soap and corsets, are still suffering the effects of centuries of hunting. Today, only about 300 individuals remain, so conserving and protecting the species has become a priority.

The Navy has teamed up with a host of agencies to safeguard the whales. Because right whale mothers bear their young only in the relatively placid waters near Jacksonville, Fla., experts are focusing their attention to the local shipping lanes and military training areas east of Naval Station Mayport, Fla., and Submarine Base Kings Bay, Ga. Ships transit at slow speeds, cruising eastward or westward to decrease their time near the whales.

The Commander in Chief of the U.S. Atlantic Fleet (CINCLANTFLT) recently issued new whale protection measures for ships and aircraft operating in the area.

The following parts of the guidance were crafted to ensure compliance with the Endangered Species Act and the Marine Mammals Protection Act:

- Fleet Area Control and Surveillance Facility (FACSFAC) Jacksonville shall coordinate ship/aircraft clearance into the operating area.

- Ships/submarines transiting the critical habitat and adjacent waters shall contact FACSFAC to obtain the latest sighting information.

- Ships in the critical habitat must post at least one lookout dedicated to watching for whales and other marine mammals.

- Prior to gunnery exercises and ordnance drops, ranges must be clear of whales and marine mammals.

-Ships must travel at safe speeds consistent with the maneuverability of the vessel and prevailing conditions. Ships proceed at a slower speed when whales have been recently sighted.

- Ships shall not approach within 500 yards of whales.

- Ships shall not transit the critical habitat in the north-south direction. ⚓

Johnston is the environmental public affairs officer at Naval Base Jacksonville, Fla.



U.S. Navy photo

REDUCING POLLUTION AT SEA

Story by CDR Michael Smith

The Department of the Navy's efforts aimed at pollution prevention are only a part of its total commitment to environmental protection. Navy commands have made major advances by reducing, reusing and effectively storing waste at sea. The following four ships demonstrate this change.

The crew of USS *Vella Gulf* (CG 72), homeported in Norfolk, started an environmental pro-tection program for the safe storage of plastic and hazardous material while at sea. The discharge of plastics at sea has been significantly reduced.

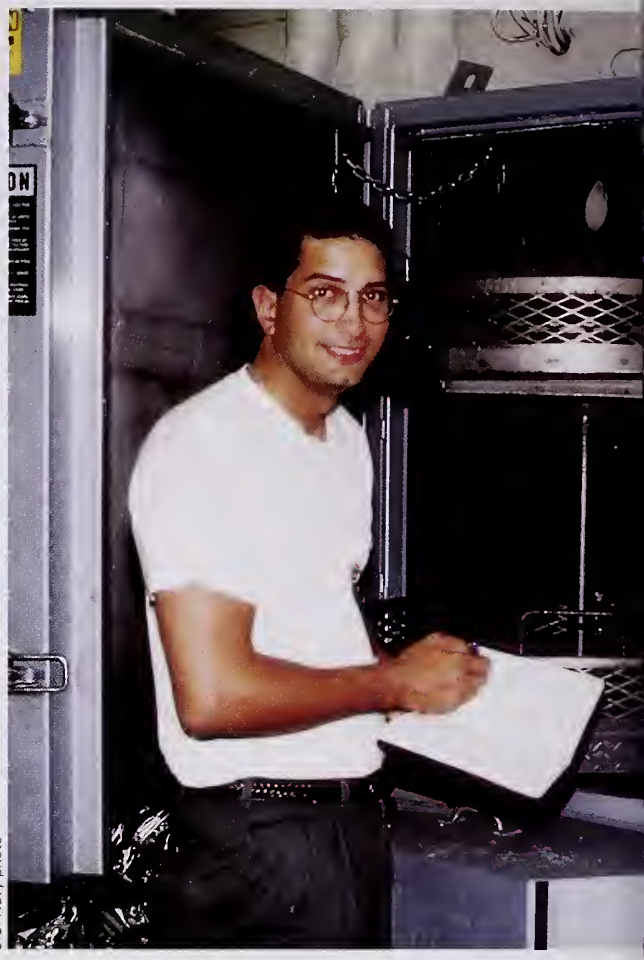
During underway periods and between port visits, plastic waste is kept on board in specially designed containers for ease of storage and offload. "It reduces the space occupied by plastic trash to about one quarter of the original size," said Storekeeper 1st Class Reuben Ganaway of New Bern, N.C.

"We can hold more trash onboard and wait until we pull into port to dump it," added Mess Management Specialist 3rd Class Christopher Milwood, of Gaffney, S.C.

ENS Camille Garrett, auxiliaries officer said, "The system is both efficient and environmentally sound. The ship is able to stay at sea for extended periods of time without damaging the environment by dumping plastics," added the Durham, N.C., native.

The Navy has found another way to tackle the plastic waste problem at sea. The aircraft carrier USS *George Washington* (CVN 73) was selected as the operational test site for a new plastic waste processor unit that compresses the waste into 24-inch diameter disks. This compression method reduces the storage space needed for bulky, unprocessed plastic waste, and eliminates the odor caused by storing plastic items contaminat-


U.S. Navy photo


U.S. Navy photo

The crew of *USS Carl Vinson* (CVN 70) is using pneumatic vacuum systems to efficiently clean-up fuel and oil spills on the hanger and flight decks and in the ship's engineering spaces. This eliminates the use of rags, absorbents or solvents usually required for clean-up.

ed with food. The plastic waste is transformed into discs just one-thirtieth of the waste's original size and can be stored until the ship pulls into port. Navy ships have already replaces most plastic items with nonplastic or reusable items wherever possible.

Nearly 6,000 crew members contributed to *George Washington's* environmental management program, making it the Navy's leader in plastics processing and zero discharge at sea. More than 191,000 pounds of plastic waste were transferred for recycling or disposal ashore during 1994 and 1995. By using an on-board pulper, more than 310,000 pounds of food, paper and cardboard waste products are processed through the pulper annually.

"The reason our program is so successful is because of education," said Machinist's Mate Chief (SW) David Behringer of Longwood, Fla. "The crew and individuals aboard GW make it work 24 hours-a-day 7 days-a-week at sea, everyone pitches in throughout the ship. Everyone is willing to take little inconveniences to save the earth and recycle."

USS *Carl Vinson* (CVN 70), homeported in Bremerton, Wash., has the distinction of being one of the Navy's environmental carriers and one of the prototypes for the Navy's Pollution Prevention Afloat Program. The crew is reducing hazardous and other wastes by evaluating 19 new pollution prevention initiatives in conjunction with Carderock Division, Naval Surface Warfare Center, West Bethesda, Md.

These initiatives include new equipment, hardware and processes designed to reduce shipboard waste. *Carl Vinson* has had the lowest hazardous material management disposal costs of any carrier in the Pacific Fleet.

Aviation Boatswain's Mate (Aircraft Handling) Airman James Brown of Midland, Texas, is in inventory control for hazardous materials. "I make sure we use materials before they go bad -- first in, first out," he explained. Brown said that saves money



Aviation Intermediate Maintenance Department (AIMD) icer, CDR Eric Dean and Steve Verosto, Naval Surface rfare Center Carderock Division, inspect one of two large ueous parts washers located in the AIMD aboard *USS Carl nson* (CVN 70). The aqueous parts washer uses a biodegrade detergent solution to replace solvent cleaning. The removed and grease are skimmed off and the aqueous solution is sed.



U.S. Navy photo.

▲ An electronic particle counter is replacing traditional hydraulic fluid patch testing aboard USS Carl Vinson (CVN 70). This oil lab technician can now process a sample of hydraulic fluid in less than 10 minutes (vice 30 minutes) without the use of the petroleum distillate solvent P-D-680 and with a significantly higher degree of accuracy and reliability.

cause they aren't wasting products, and it helps e environment because there's less material used. "At sea, when I look out and see dolphins alongle the ship and I think of the pallets full of AZMAT we off-load for proper disposal and re-e. I know we're going to make sure those dolphins e still going to be there," Brown said. The 500-member crew of USS *Theodore Roosevelt* (CVN) is also meeting the environmental challenge. nong its many programs, the ship is using a water parator to remove the majority of petroleum oducts from utility rags before laundering them in commercial washer and dryer installed aboard the ip. The petroleum products are collected separate- for proper disposal. This results in virtually oil-e rags for reuse and has increased the reuse of shipboard industrial rags prior to disposal.

Theodore Roosevelt's aluminum can recycling program resulted in donations of more than $7,500 to the ship's "Morale, Welfare and Recreation" fund by recycling more than 700,000 cans during a recent deployment.

The Navy's environmental innovations at sea have been shared with other navies around the world, as well as with civilian ships. The aggressive environmental efforts by every command and crew member has shown how teamwork and everyday choices can make a big difference in environmental success. ⚓

Smith is the commanding officer NRPACEN Unit, Det. 106, Norfolk.



SEALS find

Story By JOSN John Carstens,
photos by LT DeeDee Van Wormer



Look, on the beach! It's a bird, it's a plane, it's ... a fish? Twenty-three feet long and more than four feet in circumference, this image from a 1950's horror film weighs in at 300 pounds. And it's dead as a doornail.

The silvery serpent of the sea — an oarfish — was discovered last year by Basic Underwater Demolition/SEAL (BUD/S) Instructor Signalman 2nd Class (SEAL) Kevin Blake. The oarfish has large, saucer-shaped eyes and a raised, red, elongated dorsal fin along the upper ridge of its spine. At the time of the find, Blake was leading students on a beach run at the Naval Special Warfare Center, Coronado, Calif. "It was unlike



serpent of the sea

anything I had ever seen before," said Blake. "It looked like some sort of prehistoric throwback."

Scripps Institution was notified of the find.

Although this specimen was dead, it was a rare find. The University of California, San Diego's Scripps Institution of Oceanography, has only been able to collect four specimens of the undersea giant.

Scripps' Senior Museum Scientist H.J. Walker came to the site and removed the creature's head and tail for anatomical study. He speculated on the death of the fish, saying it probably met its maker after an encounter with the propeller of a boat.

Walker dared the BUD/S trainees to sample their find, knowing well that oarfish, when cooked, tastes like paper. He tried eating it himself when an oarfish was caught in some fishing nets off the Southern California coast a decade ago.

According to Walker, the oarfish is harmless, eating only small shrimp and living in depths of up to 700 feet in warm tropical water. Oarfish average between 20 and 30 feet long when fully grown.

"Because of its look and size, this is a fish that gives rise to the sea serpent image," Walker said.

Records have a 56-foot long serpent-like creature found on a Scotland beach in 1808. It's believed to have been an oarfish. ⚓

Carstens is assigned to Navy Compass, *San Diego. VanWormer is the public affairs officer for Naval Special Warfare Center.*



Children compete in the Annual Children's Fishing Derby by at Chicamuxen Creek, Indian Head, trying to catch rainbow trout.

Photo by Pvt. Jamie Pittock



Navy cares for ecology at Indian Head

Story by Christina S. Adams, photos by JO2 Chris Alves

When you think of "Guns and Roses" your first thought is probably of the famous heavy metal group. So what does that have to do with the Navy? At the Indian Head Division, Naval Surface Warfare Center (IHDIV, NSWC), Indian Head, Md., scientists and engineers are working to increase the range of projectiles — the 5"/54 gun (guns) — and have also invested $75 million in the past 10 years for environmental compliance and preservation (roses).

The IHDIV has recently established, with the help of Sailors and Navy civilian volunteers, a Watchable Wildlife Area. "The area features the Chicamuxen Creek with a walking bridge and 1.5 mile trail to hike or PT around and take in the sights and sounds of Mother Nature," said Jeff Bossart, IHDIV's natural resources officer.

"As you walk the trail you'll notice a beaver dam, marsh habitat and small feeder streams. This natural area features an exceptional insect community with several butterflies such as the frosted elfin and Caroline satyr," Bossart added.

By peering through binoculars you may see hairy woodpeckers, Acadian flycatchers, red-eye vireos,



IC1 John Burris and his son, William, look out over the Chicamuxen Creek at the Watchable Wildlife Area in Indian Head.

northern parula warblers, hooded warblers, Louisiana water thrushes and scarlet tanagers. The Canadian goose and wood duck are often seen feeding and resting around the Chicamuxen Creek as well. The watchable wildlife area is open to the public.

One way IHDIV continues to strengthen relations with the civilian community is with the annual Children's Fishing Derby at the Chicamuxen Creek. Children fish for rainbow trout that have been brought in especially for the occasion. "The children enjoy fishing while [they are] learning about the environment," said Bossart.

Another facility IHDIV recently established is the Bullitt's Neck Environmental Education Center overlooking Mattawoman Creek, one of the base's borders.

"The idea for the center was born over a notion to showcase the ecological and cultural heritage of IHDIV," said Bossart. "It provides a location for the community to experience first-hand, the natural resources of which the Navy is a steward."

A touch-and-feel counter, two 100 gallon fish tanks with native species, taxidermy mounts and archaeological/historical displays make up the Education Center. The Morale Welfare and Recreation (MWR) department uses the Education Center for its environmental education camp. Mike Stevens from the Natural Resources Office summed up the camp experience.

"These kids, now 'eco-smart,' can make their homes and gardens a friendlier environment for themselves and for the earth's sake," he said.

According to Bill Green, forestry technician, IHDIV has a well thought out forestry program that improves the character and appearance of the trees





◄ Raccoons are just one of the many animals living on the land at Naval Explosive Ordnance Tech Division, Indian Head.

▼ Bill Green, forestry technician, measures the diameter of the tree prior to measuring the height of the tree to determine the board foot lumber at Bullitt's Neck Environmental Education Center.



at Indian Head. The program includes a tree maintenance schedule and forestry products effort. One element of the forestry products program is pine logging which is mutually beneficial to the Navy and logging contractors.

The loggers "thin cut" pine forests known as pine stands. The contractors sell the pine as a commodity and, in turn, the Navy forests remain healthy.

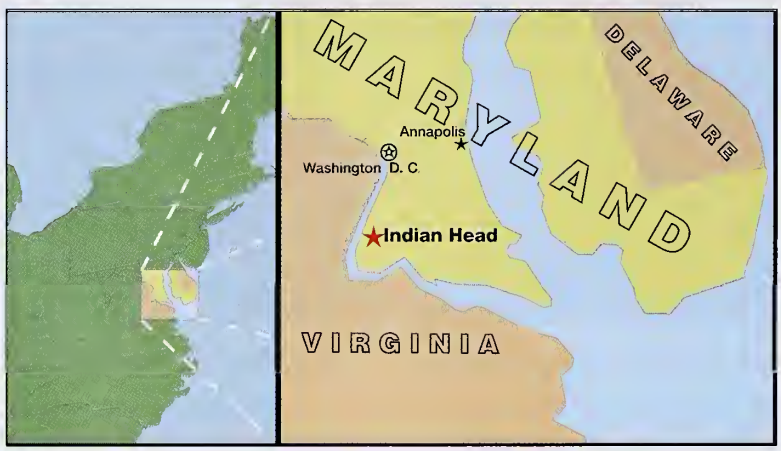
IHDIV contributes thousands of dollars each year to the DOD forestry reserve account. "The money accumulated is then redistributed to various activities to fund road construction, tree planting and maintenance," said Green.

Another favorite project at IHDIV is the beach clean-up. Indian Head sits on a peninsula surrounded by Mattawoman Creek and the Potomac River.



Each year Sailors and civilians from the base and the local community clean the shorelines and the surrounding streams in the Potomac River Beach Clean-up.

Sherry Santana, IHDIV's military housing director, explained. "This is the third year we put together a group of volunteers — from base employees and residents to people in the community," she said. "This year we successfully removed 53 bags of trash and 19 tires from around the [area known as] Dashiell Marina."



IHDIV has had an active recycling program for more than five years. Recycling is now a significant part of the business done at IHDIV. The base's recycling conserves natural resources, reduces disposal costs and significantly reduces the amount of solid wastes going to landfills. According to Jim Humphries, recycling manager at IHDIV, other Navy facilities see IHDIV's program as one to model their programs after. "The business of recycling has become a break-even business," Humphries said, "but the benefit to the environment is immeasurable."

IHDIV recycles everything from aluminum cans



◀ Two deer rest on land at Naval Explosive Ordnance Tech Division, Indian Head.

▼ William and Benjamin Burris check out a turtle shell at the Touch-and-Feel Counter in the Bullitt's Neck Environmental Education Center.



to computer paper, telephone books to used tires and practically anything else you can think of.

Indian Head is a Navy leader in ordnance environmental research and development, according to Pat Clements, director of the Navy's Ordnance Environmental Support Office.

"Scientists and engineers at the installation are on the cutting edge of developing an alternate technology for explosive hazardous waste treatment," Clements said. "This research project, the construction of a confined burn facility, will culminate 10 years of research and a $25 million investment by the Navy."

According to Clements, the confined burn facility can replace the conventional open burning process for eliminating unusable or scrap energetic materials. "The new technology, which is planned to be through research and development in six years, will be a major breakthrough by the Navy serving as an environmentally sound alternative to open burning for all military services," Clements said.

So whether it's guns or roses, the Navy work force at the IHDIV strives to be the best at preserving and protecting the environment and being a National Center for Energetics. ⚓

Adams is the public affairs officer at Indian Head Division, Naval Surface Warfare Center, Indian Head, Md. Alves is a photojournalist assigned to All Hands.

The Indian Head Division, Naval Surface Warfare Center (IHDIV, NSWC) is a National Center for Energetics. "Energetics," are explosives, propellants, pyrotechnics, and specialty chemicals, including their immediately related component applications such as rocket and missile propulsion units; warheads; mines; gun projectiles and propelling charges; and cartridge-actuated and propellant-actuated devices. These devices require explosives, propellants, specialty chemicals and pyrotechnics in their design.

A safer way to



U.S. Navy photo

Story by ABEC(AW) Joseph Perfetto

It's called the F-2000 Propane Fire Trainer, and this new fire training facility was recently installed at NAS Lemoore, Calif. The $1.8 million setup operates on propane gas, and replaces the outdated, and environmentally hazardous, fossil fuel fire trainer.

But, while burning propane instead of fossil fuels helps the environment, improved personnel safety is the F-2000's most important feature. Propane is safer because it can be better controlled than fossil fuel. When a potentially dangerous situation arises during training, an emergency button at the control panel is pushed, immediately extinguishing the fire before a mishap occurs.

This safety improvement gives trainers a better sense of comfort when they send in a team of inexperienced Sailors to fight a fire.

"[The F-2000] enhances the training and safety for the students," said Aviation Boatswain's Mate (Hydraulics) 1st Class Benjamin M. Velasco of Delano, Calif. "It's still dangerous, but it's a lot safer than facilities where fires can't be controlled."

The F-2000 simulates a typical Class Bravo fire. The propane-fueled blaze is contained in a 20-foot diameter burn pit and provides a realistic simulation of an aircraft fuel spill fire. During the fire fighting process, countless scenarios can be created by controlling flame area zones from the F-2000 control panel.

NAS Lemoore trains about 1,200 military and civilian personnel in shipboard aircraft fire fighting each year. The training prepares Sailors, mostly in aviation ratings, how to respond to aircraft mishaps aboard flight decks and in hangar bays. They are tested in various scenarios such as a simulated aircraft crash.

ABH1 Curley Sterling III of Centerville, La., added the new system helps the Navy's efforts in

attle the blaze



◀ Black smoke is generated by NAS Lemoore's fossil fuel (JP-5) fire trainer which is no longer used for live fire training.

▼ NAS Lemoore's F-2000 propane fire trainer, significantly reduces black smoke released into the air, making this facility environmentally sound. Once a fire is ignited, it is virtually smokeless.



Photo by PH3 Ashley Oakley

reducing air pollution. "If we do our part to preserve the environment, it will make a better future for our kids."

Burning propane gas instead of fossil fuels is also more cost effective. The standard fossil fuel — JP-5 — costs 75 cents a gallon, while propane averages about 54 cents a gallon. That may not sound like much until you consider the average consumption per class is about 300 gallons per class, amounting to a savings of more than $1,000 a year. ⚓

Perfetto is the course curriculum manager for NAS Lemoore's F-2000 trainer.

Jacksonville's



© 1997 Sea World of Florida

Gentle Giants

Navy officials in the Jacksonville, Fla., area have been instrumental in increasing the protection of the manatees. A Manatee Watch Team was formed at NAS Jacksonville in 1994 to assist the Florida Department of Environmental Protection (FDEP) biologists. More than 40 Sailors and DOD civilians are part of the team led by Sandy Maynard, the natural resource manager at the station. The volunteers have received special manatee-handling instruction from FDEP marine biologists. Other major initiatives at Jacksonville area bases include

— Mulberry Cove on the St. John's River at NAS Jacksonville, is now a manatee refuge as the result of a directive by the base commanding officer. Slow speed zone signs and information kiosks have been installed to help safeguard the gentle giants.

— Special Yokohama devices that prevent manatees from being crushed are used at piers of NAS Jacksonville, Naval Submarine Base Kings Bay and Naval Station Mayport.

— Propeller guards have been installed on several utility vessels used at all area bases.

— Base newspaper and magazine articles on the plight of manatees has raised community consciousness.

Manatees are endangered, so if you come across them, remember the following:

– Observe them from a distance.

– Do not feed or water them.

– Don't touch them.

– Dispose of monofilament line, hooks and trash properly.

For more information, visit <http://www.fws.gov/-r9endspp.html> ⚓

HAZMAT Control: TR leads the way

Story and photos by JO1 Ron Schafer

Paint. Lube oil. Cleaning Solvent. Every ship — large or small — has an abundance of hazardous materials (HAZMAT) on board.

As the Navy continues working to become more environmentally friendly, maintaining positive control of our HAZMAT has become critical. By developing an entire division devoted to HAZMAT control, USS *Theodore Roosevelt* (CVN 71) leads the way in this effort and is bringing the rest of the fleet with them.



FR Shawn M. McCann of Baltimore, checks out a gallon of general purpose (GP) detergent from SR Wanda J. Mayhew of St. Louis, in the HICS issue room on board USS *Theodore Roosevelt* (CVN 71). Positive control of all HAZMAT, even something like GP cleaner, is the backbone of the ship's HAZMAT system.

The Hazardous Material Inventory Control System (HICS) is a customer service division on board *Roosevelt* responsible for the careful management of the ship's inventory of HAZMAT.

"We are responsible for cradle-to-grave tracking of all HAZMAT on board," said LTJG Anthony J. Hatok, the ship's HICS officer. "This division has only been around for about three years. Originally, it started out as a Temporary Additional Duty division but, within the past year, we have made it a permanently manned division."

Working hand-in-hand with the ship's material division, the HICS division is made up of approximately 15 crew members while in port, 21 while at sea. As soon as HAZMAT is received on board, it's accepted into the ship's inventory and carefully tracked.

When customers need HAZMAT they report to one of six store rooms with the required protective personal equipment and check out what they need. When the job is finished, the unused HAZMAT is returned to the storeroom.

Using a HICS data base, with more than 700 line items, the division also tracks any open-purchase HAZMAT acquisitions to the point that divisions must get HICS approval before ordering any HAZMAT.

"We deal with hydraulic fluids, lube oils, cleaning solvents, paints, developer, fixer or any other type of HAZMAT used on board," said Hatok. "The shops have to come to us. They are not allowed to store any of their own HAZMAT unless they have a HAZMAT Stowage Request from us which has to go



AN Jeffrey C. Townzen of Yuma, Ariz., loads a pallet with excess HAZMAT slated for disposal on board USS *Theodore Roosevelt*.

through the entire chain-of-command including us, safety, the department heads, the XO, the CO, the DCA and so on. We make it very difficult to store HAZMAT outside our division."

As excess HAZMAT is accumulated, the HICS division is responsible for its safe storage and disposal. The ship is also proactive in the acquisition of used and recycled HAZMAT that not only helps the environment, but saves money for the Navy.

"We have a quality assurance division on board," said Hatok. "One of the things we track is cost avoidance. For instance, if we issue a five-gallon can of paint to a division and they only use two or three gallons, they bring that back to us and we reissue the leftover paint to another division. We track that monthly and closely track how much we actually use. On the average we can save about $3,000 or $4,000 a month. During the course of a year, that's about $36,000 worth of savings out of the ship's OPTAR."

According to Hatok, the program originally fell under the material division, but on board *TR*, HICS quickly evolved and soon became its own entity.

"We developed a 'cookbook' a couple of years ago on how to set up a HICS division," Hatok said, "and just updated it this year. We've had many ships come out and ask for a copy and use it to set up their HICS divisions based on how we've done it here. So, we've become known throughout the fleet as one of the better HAZMAT divisions."

In fact, *Roosevelt* was recognized as having the best HAZMAT program, winning the 1995 Chief of Naval Operations Environmental Award for large ships. The ship's environmental practices were also highlighted nationally last October when they were the subject of a feature on "SeaTek," a new program on "The Discovery Channel." ⚓

Schafer is a Norfolk-based photojournalist assigned to All Hands.



HAZMAT on board USS *Theodore Roosevelt* is safely stowed in one of six storerooms on the ship as part of the ship's award-winning program.

Protecting Our S

The Navy recognizes that our national security is inextricably linked to local, regional and global ecological integrity. We want to be a national leader in natural resources conservation and compliance. Our Navy sponsors many ecological initiatives throughout the world. This listing is just a sampling of the Navy's ecological programs within the United States.







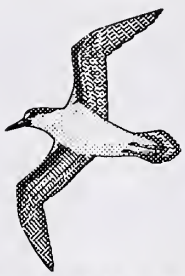
NSB Bangor, Wash.

Salmon and Trout runs -- World War II defenses constructed along the Pacific Coast included a railroad which crosses Dickerson Creek, a stream with traditional and cultural value to the Native American Suquamish tribe. Now the Navy is working to remedy the disruption to the salmon and trout runs in the creek. A larger culvert, designed for fish migration, is replacing the original one to prevent economic and cultural losses caused by the current conditions of the area.



San Diego, Calif.

California Least Tern -- An innovative example of the Navy's endangered species compliance, the Navy provides a yearly listing of all planned in-water construction projects in the San Diego Bay. Together, they plan specific management goals for least tern nesting colonies on affected Navy bases, as well as special projects the Navy performs to benefit the terns. The Navy provides centrally managed funds for tern management and projects.





NAS Miramar, Calif.

Vernal Pools -- Vernal pools are shallow pools formed during the rainy season in a Mediterranean Climate. The pools on NAS Miramar are temporary habitats for certain plant and animal life, including three endangered species of plants and one endangered invertebrate. Scientists estimate 97 percent of vernal pools in San Diego County have been destroyed by agriculture and urbanization. Of the 3 percent remaining, 80 percent occur on the naval air station. Miramar added to its natural vernal pools by creation 33 new pools through a volunteer effort. These new pools were then seeded with 34 boxes of bottom soils collected from pools destroyed several years before.



nsitive Resourses

aval Radio Station, m Creek, Oso, Wash.

l Growth Forest **--** The Navy purchased the timber rights to this remnant tine old growth forest. Jim Creek is a prime example of priceless resources military lands: many trees in the 225 acres are estimated to be up to 00 to 1,700 years old, with some over 260 feet tall and 10 feet in diameter. prevention of further ecosystem degradation to this environment will vide essential habitat for numerous endangered, threatened and ndidate species for years to come.





NWS Charleston, S. C.

Red-cockaded Woodpecker/Gopher Tortoise **--** As long leaf pine forests have shrunk due to development, associated animal species have become endangered or threatened, such as the red-cockaded woodpecker and the gopher tortoise. Hurricane Hugo accelerated the problem when it swept across eastern South Carolina in 1989. Military land managers responded with extensive reforestation efforts like the one at NWS Charleston. More than 300 acres of long leaf pine seedlings were planted at the weapons station. In addition, personnel at NWS were responsible for the construction and installation of "prefab" housing cavities for displaced red-cockaded woodpeckers.





NAS Jacksonville, Fla. and NSB Kings Bay, Ga.

Manatees **--** On NAS Jacksonville a manatee reserve has been designated in Mulberry Cove as one more effort in the Navy community to protect the endangered West Indian manatee. Three manatee awareness kiosks have been posted around the base to further conservation of this endangered species

NSB Kings Bay worked with a tug manufacturer to develop a protective device around tug thrusters to protect endangered manatees from injury or death..



NAS Jacksonville, Fla. NAVSTA Mayport, Fla. and NSB Kings Bay, Ga.

Northern Right Whales **--** The Right Whale Recovery Plan Implementation Team collects information in the region during the months of heaviest whale activity to reduce the potential of a whale being struck by a ship or entangled in fishing gear.

AS Corpus Christi, Texas

ooping Cranes **--** The Navy is part of a multi-partner cooperative ture of protect 3,850 linear feet of eroding shore line and prevent water intrusion in the brackish and freshwater ponds where the dangered whooping crane winters.



Arbor Day celebrates trees...

Help plant trees across America

Courtesy of The National Arbor Day Foundation

Arbor Day is an annual observance that celebrates the role trees have in our lives, and it promotes tree planting and care. As a formal holiday, it was first observed in 1872 in the state of Nebraska, but tree planting festivals are as old as civilization. The tree has appeared throughout history and literature as the symbol of life.

The idea of Arbor Day in the United States originated in Nebraska City, Nebraska. Among the pioneers moving into the Nebraska Territory in 1854 was Julius Sterling Morton from Detroit. He and his wife, Caroline, were lovers of nature, and the home they established in Nebraska was quickly planted with trees, shrubs and flowers.

Morton was a journalist and soon became editor of Nebraska's first newspaper. Given that forum, he spread agricultural information and his enthusiasm for trees to a receptive audience. His fellow pioneers missed their trees and needed them for windbreaks, fuel, building materials, and shade from the hot prairie sun. Morton not only advocated tree planting by individuals in his articles and editorials,

but he also encouraged civic organizations and groups of every kind to join in.

In 1872, the State Board of Agriculture accepted a resolution by Morton "to set aside one day to plant trees, both forest and fruit." The board declared April 10 as Arbor Day and offered prizes to the counties and individuals that properly planted the largest number of trees. More than 1 million trees were planted in Nebraska on the first Arbor Day.

Today, Arbor Day celebrations are held in communities all over America and in many other nations. National Arbor Day is observed on the last Friday in April. Many states celebrate Arbor Day based on the best tree planting times for its climate. Celebrations are held as early as January and February in some southern states, and as late as May in more northern locations.

It has been 125 years since J. Sterling Morton founded Arbor Day. His simple idea of setting aside a special day for tree planting is now more important than ever. "Each generation takes the Earth as trustees. We ought to bequeath to posterity as many forests and orchards as we have exhausted and consumed."

You can celebrate Arbor Day in a personal way by planting a tree yourself. It is an act of optimism and kindness, a labor of love and a commitment to stewardship. Anyone can do it. Start a tree seed in a cup, or a seedling in a pot. If you have no place to set it out later, give it to someone who does, and watch it grow together.

Free trees are available as part of the nonprofit National Arbor Day Foundation's "Trees For America program." To find out more about the foundation and the free trees write to:

The National Arbor Day Foundation
100 Arbor Avenue
Nebraska City, NE 68410

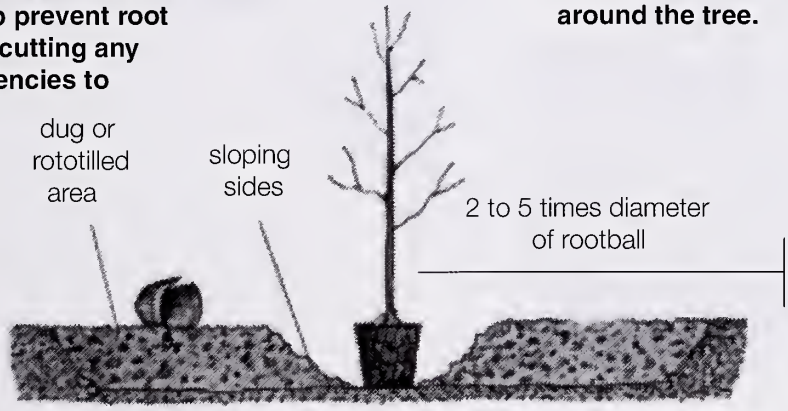
or check out their Internet home page at
http://www.arborday.org

How to Plant a Containerized Tree

If a tree is planted correctly, it will grow twice as fast and live at least twice as long as one that is incorrectly planted. Ideally, dig or rototill an area one foot deep and approximately 5 times the diameter of the root ball. The prepared soil will encourage root growth beyond the root ball and results in a healthier tree.

In transplanting, be sure to keep soil around the roots. Always handle your tree by the ball, not by the trunk or branches. Don't let the root ball dry out. Help prevent root girdling by vertically cutting any roots that show tendencies to circle the root ball.

After placing the tree, pack soil firmly but not tightly around the root ball. Water the soil and place protective 3-foot circle of mulch around the tree.



How to Plant a Bare-roo

It is best to plant bare-root trees immediately, in order to keep the fragile roots from drying out. If you can't plant because of weather or soil conditions, store the trees in a cool place and keep the roots moist.



Unpack tree and soak in water 6 to 12. Do not plant with packing materials attached to roots, and do not allow roots to dry out.



Dig a hole, wider than seems necessary, so the roots can spread without crowding. Remove any grass within a three-foot circular area. To aid root growth, turn soil in an area up to 3 feet in diameter.

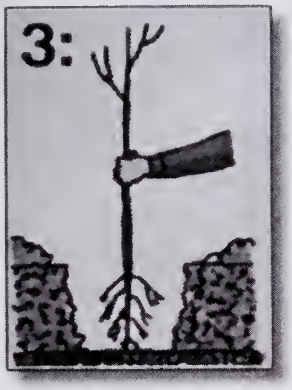


Shovel in the remaining soil. It should be firmly, but not tightly packed with your heel. Construct a water-holding basin around the tree. Give the tree plenty of water.



After the water has soaked in, place a 2-inch deep protective mulch area 3 feet in diameter around the base of the tree (but not touching the trunk).

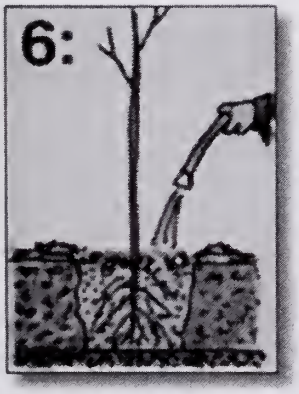
ree



Plant the tree at the same depth it stood in nursery, without crowding the roots. Partially fill the hole, firming the soil around the lower roots. Do not add soil amendments.

"Each generation takes the earth as trustees. We ought to bequeath to posterity as many forests and orchards as we have exhausted and consumed."

- Julius Sterling Morton



Water the tree generously every week or 10 days during the first year.





Surgeon takes to the skies

Story and photos by Dan Barber

CAPT Kenneth Koskella, aka "Doc,"has taken to the skies above California's Mojave Desert to deliver medical care to the deckplates, or in "Airdale" lingo to the "flight line" at Naval Air Warfare Center (NAWC), China Lake.

Koskella knows from personal experience that some families at China Lake have a need for additional specialty medical care. He identified that need while serving with Air Test and Evaluation Squadron from March 1982 to December 1985.

"Young military families at China Lake don't have the TRICARE Prime option available to them. When a patient at China Lake needs specialty care, they either have to see a civilian doctor in the local community of Ridgecrest and pay the cost shares of TRICARE Standard, or go through the expense of buying gas to drive all the way to San Diego for a medical appointment and possibly have to rent a motel room overnight," said Koskella. "Some of these young families just don't make enough money to survive those kinds of expenses," he added.

According to Jeanne Hannon, provider relations manager for Foundation Health, the contractor is continuing the effort in Ridgecrest to recruit providers to the TRICARE network.

Koskella, a former A-6 *Intruder* pilot and Navy test pilot, and now an orthopedic surgeon and director of surgical services at Naval Hospital Twenty-nine Palms, makes monthly trips to China Lake in his homemade experimental aircraft that he started building while stationed at VX-5. He finished it while attending U.S. Navy Test Pilot School, Patuxent River, Md., in 1986.

"I started building my plane out of my garage and driveway while living at 1408 Essex Circle at China Lake. ... You can still see the white paint in the driveway where I painted it," he added.

During each of these monthly trips Koskella sees between 20 to 25 patients, saving the commands at China Lake and the taxpayers anywhere from $4,000 to $6,000 per month in travel money. More importantly, his trips provide a great convenience to both patients and the line commands at China Lake. The patients can be seen by appointment and be back on the job or at home in the same day.

"Because of the inconvenience and expense of specialty medical care at China Lake, some of these patients would rather just live with their pain until they transfer to another command or get out of the military. This could lead to an exacerbation of the problem creating a need for much more extensive medical care than originally needed and of course

much more expense either for the patient or for the government," Koskella said.

Region 9's TRICARE contractor, Foundation Health, has been unable to recruit any medical groups or physicians in Ridgecrest to the TRICARE options program. According to the Health Benefits Advisor at the China Lake Branch Medical Clinic, Micki Edge-Obergfell, the local medical groups and physicians do accept the assigned amount of payment from TRICARE Standard, but the cosy shares can become very expensive for junior enlisted personnel.

"The young families here get overwhelmed by large medical bills and they panic," Edge-Obergfell said. "These young families can make arrangements to pay off those bills in affordable monthly installments, or they can seek help from Navy Relief," she added.

Koskella was successful in recruiting a physician brave enough to fly with him to China Lake periodically, LT Roxanne Macomber, a reservist and one of Naval Hospital Twenty-nine Palms' pediatricians. While Koskella holds Orthopedic Clinic, Macomber sees pediatric patients in the Well Baby Clinic. According to Macomber, she doesn't mind flying with Koskella as long as he keeps the plane straight and level – no loops, dips or sharp turns.

China Lake's current population, eligible for military medical care or CHAMPUS, is 1,000 active duty, 3,000 active-duty family members and 2,100 military retirees and family members.



▲ LT Roxanne Macomber, of the Pediatric Clinic at Naval Hospital Twenty-nine Palms, examines Eric Domino, 4, son of AN Carla Oliver, during a recent visit to the clinic.

"The service CAPT Koskella provides to our patients here was a venture initiated, not because somebody was told to do it, but because a need was recognized by my staff and CAPT Koskella, said LCDR P.E. Connor, officer-in-charge of Branch Medical Clinic, China Lake.

"That need has been met with minimal red-tape resulting in an outstanding outcome, which has not only significantly reduced the cost of medical care, but increased patient access and satisfaction here at China Lake," he said. ⚓

Barber is the public affairs officer at Naval Hospital Twenty-nine Palms, Calif.



◀ CAPT Kenneth Koskella and his "Long-EZ" home-built experimental aircraft. The plane was designed by Bill Ruttan, who also designed and built the famed "Voyager" aircraft that flew non-stop around the world on a tank of gas.



Seabees raise eyebrows

Story and photos by Daryl C. Smith

A new detail of Seabees recently helped restore an unusual structure at Naval Station, Norfolk.

Nestled among old crepe myrtle and magnolia trees, the Sewell's Point Golf Club House is truly a grand southern belle. Built in 1924 as a private golf club and purchased by the Navy in the 1940s, its wide, shady veranda wraps around all sides, making it a favorite spot for wedding receptions and other special gatherings.

Its most unique feature is its classic 1920s-style, high-pitched roof with curved edges and dormers. It is this unusual roof that the Seabees recently replaced.

"I've done big roofs before, but nothing this old," said Builder 3rd Class Mezak Tucker. "This is a pretty complicated roof, and it involves a lot of tedious work." Tucker explained that about a third of the wood planks beneath the old shingles had to be replaced.

Because of the roof's many graceful curves, that was not an easy task, especially around the "eyebrow" windows in the roof line. These windows are small, horizonally rectangular openings often located on the uppermost story, aligned with the windows below. The window top arches like an eyebrow. The wood had to be soaked and then carefully bent to recreate the curves. The original cedar shingles on the 12,000 square-foot roof had been removed long ago and replaced several times with regular shingles, which did not conform well to the roof's rounded contours. The Seabees used special, red shingles and copper flashing to recreate the roof's original appearance.

The 10-person crew was made up of Seabees from the recently-created Detail (Det.) Norfolk. The Det. is comprised of members from Naval Mobile Construction Battalion (NMCB) 7, currently stationed in Roosevelt Roads, Puerto Rico. When the group left, they were replaced by members of NMCB 74. There are 78 Seabees currently assigned to Det. Norfolk, which is now a permanent det. site for the Roosevelt Roads battalions.

The Det.'s job is to provide construction and

maintenance support for Naval Base Norfolk. In addition to the golf club roof project, Seabees are also renovating a set of bachelor enlisted quarters for the Headquarters, Support Activity; demolishing old buildings; building sidewalks at the Navy Exchange; and renovating office spaces for the 2nd Fleet. The arrangement is benefits the base and the Seabees.

"This helps us train our people in projects that involve a lot of trades," said LT Christopher Asselta, officer-in-charge of Det. Norfolk. "It's nice to see Seabees back here doing work statewide."

The roof job has been the Det.'s most unusual job so far. "The uniqueness of this job makes it special. There's a lot of learning involved. It requires basic tools but unique ideas and craftsmanship, and seeing how this place was built gives you a real appreciation for how they did things in those days," Asselta said.

According to Deputy Staff Civil Engineer Gordon Spence, it was important that the project was done without ever closing the building, which continued its normal business. "They had to really hustle to get ready for several wedding receptions, and it looked better than it did before the repairs started," Spence said. He added that they also had to protect the landscaping during the project. "They managed to keep everybody happy," he said. Spence estimated the Seabees saved the base between $30,000 to $40,000 when they replaced the roof. ⚓

Smith is assigned to Commander 2nd Naval Construction Brigade public affairs office.

◄ BU2 Brian Gillemette (left) and BU3 Mezak Tucker bend a piece of wood for the roof's curves over one of its "eyebrow" windows. These windows are small, horizonally rectangular openings often located on the uppermost story, aligned with the windows below. The window top arches like an eyebrow.

▼ Seabees from NMCB 7's Det. Norfolk repair the roof of the Sewell's Point Golf Club House, which was built in the 1920s.



'The one that got away!'

Kauai Sailors save

Story by JO1 Robert Benson

Norval Nelson didn't expect the U.S. Navy to be calling when his cellular phone rang in January.

Nelson was at sea — 20 miles off Alaska's Etolin Peninsula, in his small fishing boat. .

He listened intently to Boatswain's Mate 1st Class Geoffre McPherson calling from Port Allen, Kauai — three time zones and 3,000 miles southwest of Nelson's location.

The news took Nelson by surprise.

"I told him I had his fishing buoys and line," explained McPherson. "Then I told him a 25-foot, 10-ton whale brought them to us from Alaska after becoming entangled in them. Finally I told him the Navy freed the buoys and line from the whale's tail and set it free."

McPherson's story was real — as confirmed by Nelson himself when he admitted two of his crabbing buoys, bearing his name and address, mysteriously disappeared one night two and a half months ago.

The rescue of the humpback whale by Kauai Sailors, or the "Free Willie" story as some have been calling it, began Jan. 6. LT Arthur Horner, Pacific Missile Range Facility (PMRF) safety officer and helicopter pilot, and his crew were making a routine logistics run from PMRF to Barbers Point Naval Air Station.

They spotted the whale, about two miles south of Port Allen, Kauai. "I noticed it was staying up pretty long," recalled Horner. "We went a little close and saw it was dragging buoys. We maintained a tight orbit while range [PMRF personnel] got a fix on our [and the whale's] latitude and longitude."

The helicopter then continued on to Barbers.

At the same time, a PMRF search and rescue helicopter crew "manned up" and were airborne. Aviation Structural Mechanic 2nd Class John Biesemeyer reviewed his part in helping the whale.

"They told me to get my wet gear ready because I might have to get in the water to rescue a whale," said Biesemeyer. "The whale was entangled, but still moving at a good speed. We decided it wouldn't be a good idea to lower me on the hoist, but I had to do something to help that whale."

The best solution was to radio the crew members from the Port Allen-based SEPTAR (Seaborne Powered Target) boats. By chance, the two 56-foot boats were returning from testing and were directly in the area of the whale. McPherson and Engineman 1st Class Luis Llena spotted the whale first.

"It was like in 'Jaws,'" said McPherson, "when

humpback whale

the shark dragged the buoys from the line real fast; this whale was doing the same thing, except it didn't pull them under.

McPherson said they cautiously approached the whale from behind.

"The whale was doing about seven knots and I had all my engines engaged," said McPherson. "Llena leaned over the side with the boat hook and pulled the line onboard as we closed in on the humpback.

As they neared the 35-foot mammal, McPherson moved the boat with extreme caution. "The whale was bigger than our boat and weighed about 10 tons," he said. "Believe me, we kept a close eye on the whale's movements. All it had to do was flick its tail and we'd need to be rescued.

"The whale was bigger than our boat and weighed 10 tons"

— BM1 Geoffre McPherson

"Once we got to the buoys I handed Llena my knife," continued McPherson. "That was our objective, just to get these buoys off the whale." As soon as Llena cut the buoys free, McPherson said he backed off and asked EN2 Michael Noskey if the humpback was okay.

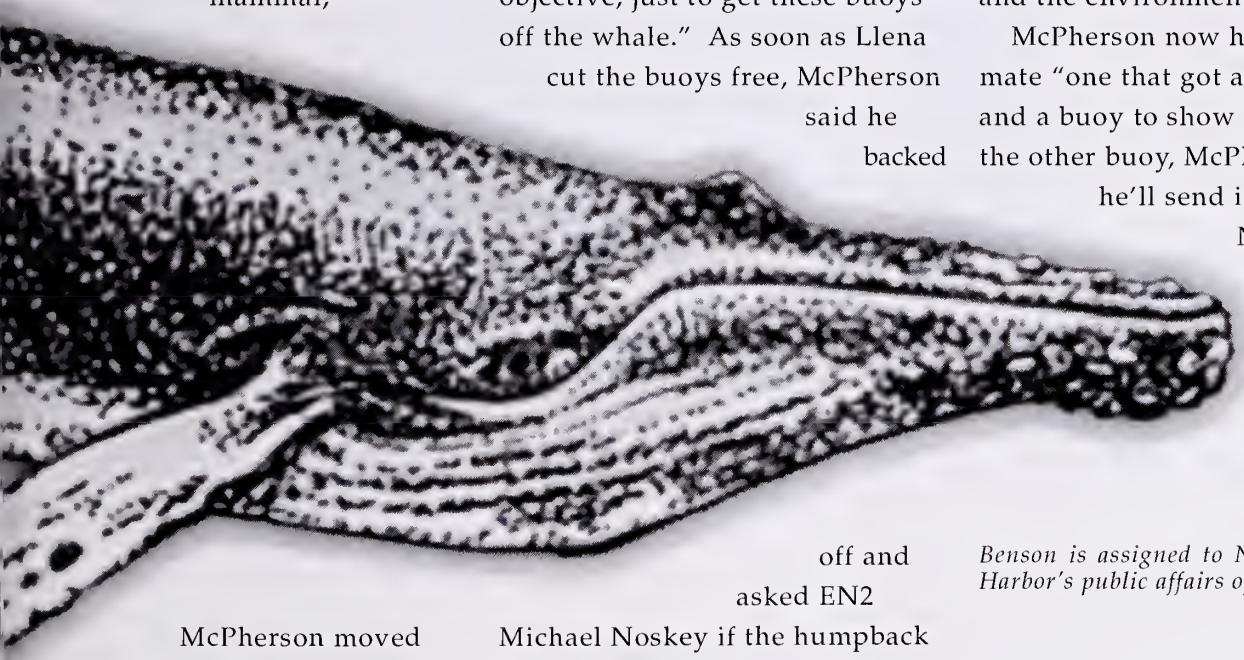
"The whale kept swimming," recalled Noskey. "Eventually I saw the tail come up a little so I figured he must have dove."

It did.

The humpback silently disappeared into the blue Pacific. "This was a great team effort by the Navy," said CDR Johnnie Barfoot, PMRF's Executive Officer.

"I think they did a fantastic job," he said. "We do a lot of things here that help the environment, and to me this is just another thing that is good for the Navy and the environment.

McPherson now has the ultimate "one that got away" story, and a buoy to show for it. As for the other buoy, McPherson said he'll send it to Norval Nelson in Juneau, Alaska. ⚓



Benson is assigned to Naval Base Pearl Harbor's public affairs office.

Quick action saves city

Story by JO1(AW) Paul Russo

Late in the afternoon of Nov. 6, Port Operations Department, U.S. Fleet Activities, Sasebo, Japan, began handling a problem that few people on base even knew about. The problem was an oil spill from USNS *Guadalupe* (T-AO 200).

Boatswain's Mate 2nd Class Eric Randall was the first to report the accident. "I was with the boarding party waiting to greet the ship when we smelled it," said Randall. "We looked down and saw we were in the middle of a spill."

The spill was the result of an accident that occurred during a routine training exercise.

Randall evaluated the situation, realized its seriousness and made the call to Port Ops.

BMC Neil Walker knew Port Ops was prepared for this type of situation. "The way we reacted and the attitude we had, dramatically affected the outcome. Everyone from department head on down worked together with total communication and awareness to keep the spill under control."

When Port Ops received the call, their first thought was to keep it from spreading. Thousands of feet of oil containment boom (a barrier device with floats on top of the water and weights on the bottom) were dispatched to contain the spill. At the same time, Port Ops sent out their newly acquired Rapid Response Skimmer (a small boat designed to recover crude oil along the shoreline and in harbors).

> ***"We've got the people, we've got the equipment and we can make it happen."***
>
> **— EN1(SW) David Sobieck**

The Engineering Department's Leading Petty Officer Engineman 1st Class (SW) David Sobieck, operated the skimmer throughout the entire operation. "When I first saw the spill, I was thankful it wasn't worse," said Sobieck. "It was hard enough dealing with the windy weather conditions. The boats were rocking, oil and water were splashing up against the side of the boat, it was cold and rain was starting to come down."

Port Ops personnel had a long night, but the worst was over. "We thought we had it contained that first night," said Sobieck. "I came back the next morning and thought, here we go again."

Guadalupe was still releasing small amounts of diesel fuel when Port Ops used FISC's two skimmers, one 23-foot Boston Whaler and about 300 feet of oil boom to construct a three-tier containment system. Circles of boom were wrapped around the spill with one skimmer inside the first circle, another skimmer outside that circle and a third skimmer on the very outside of everything to ensure as much of the oil as possible was cleaned out of the harbor.

FISC also supplied two crews of eight Japanese Nationals to operate the skimmers and the Boston Whaler. The crews rotated to provide around the clock service in the clean-up process.

"By the end of Thursday, we

rom oil spill



Photo by JO2 Steve Sitland

EM2(DV) Juan Perdomo checks his equipment for air leaks while dive supervisor HT2(SW/DV) Richard Butler (left) and PH3(DV) Todd Bloker observe.

had almost everything cleaned up," said Sobieck. "By Friday, the area was pretty much back to normal. We just sent out two boats to corral what was left of the spill."

Final cleanup ended Nov. 8 at 4 p.m.

Sobieck said the Port Ops crew was well-prepared for the situation. "We have a new skimmer and recently received 3,000 more feet of boom," he said. "We've got the people, we've got the equipment and we can make it happen."

Port Ops did make it happen, but not without preparation. "We've had some training for situations like this," said Walker. "We also plan to do quarterly training."

The recovered oil is now being stored until it can be picked up by a contractor.

Guadalupe, out of Oakland, Calif., is now sitting in Akasaki 3 where it's being worked on by the Ship's Repair Facility, Sasebo Detachment. Including preparation, divers from the SRF have spent over 20 hours on the ship, with eight hours of actual diving time.

EN1(SW/DV) Michael Turoczy and BMC(DV) Billy Gilbert made the initial survey with an underwater video camera. They documented the damages and found a large gouge along the bottom of the ship.

The quick action of Port Ops personnel assured containment of the spill. Walker was very positive about the capabilities of his crew. "Port Operations personnel did an outstanding job," said Walker. "This could have been worse, but they worked quickly and kept the situation under control." ⚓

Russo is assigned to the NAS Everett, Wash., public affairs office

Shipmates



Data Processing Technician 2nd Class Marlene Brammer was selected as Military Sealift Command, Atlantic, Sailor of the Quarter, 3rd Quarter 1996. A native of Warwick, N.Y., Brammer was recognized for maintaining positive control over maintenance and upgrades of the Global Maritime Command and Control System (GCCS).



Cryptologic Technician (Technical) 1st Class Douglas F. Kennedy was selected Instructor of the Year from 34 advanced cryptologic course instructors at Naval Security Group Activity, Winter Harbor, Maine. Kennedy, a native of Memphis, Tenn., was also awarded the Navy and Marine Corps Achievement Medal for his leadership and professional achievement.



LT Gary D. Penton recently received the *Nippon Zenkokai* Good Deeds Award from the office of the Prime Minister of Japan for rescuing an injured Japanese man from under the wheels of a bus. Penton, assigned to USS *Independence* (CV 62), saw the man struck by a car and knocked under a bus. He alerted the bus driver and pulled the injured man out of harms way.



Personnelman 1st Class Donna Smith was selected as the 1996 Greater New Orleans Sailor of the Year. Smith, a native of Bridgeport, Conn., is a Reserve services supervisor for Commander Naval Air Reserve Force. Smith is considered to be a subject matter expert in all facets of reserve administration throughout the Air Reserve community.



Aviation Machinist Mate 1st Class John Lowe was meritoriously advanced under the Navy Command Advancement Program (CAP). Lowe, a native of Kenton, Ohio, was also selected as Sailor of the Quarter, and is currently assigned to Patrol Squadron (VP) 91, Moffett Federal Airfield, Calif.

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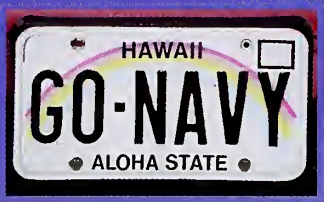
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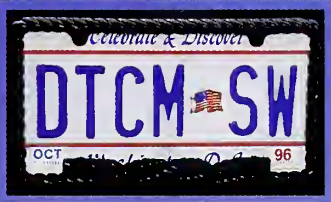
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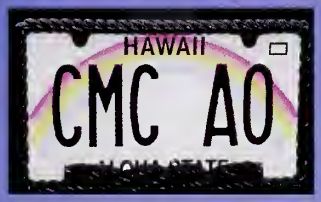

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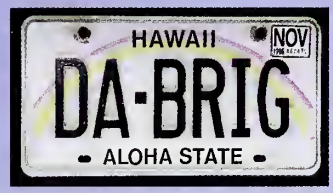

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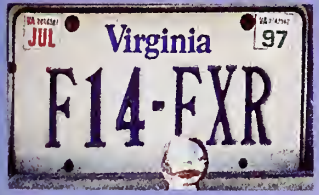

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CHIEF AO



Photos by JO1 Ron Schafer



Name: GSM3 Neel W. Larson

Assigned to: USS *Anzio* (CG 68)

Hometown: Woodstown, N.J.

Places visited while in the Navy: Sigonella, Italy; Nice, France; and Palma, Spain

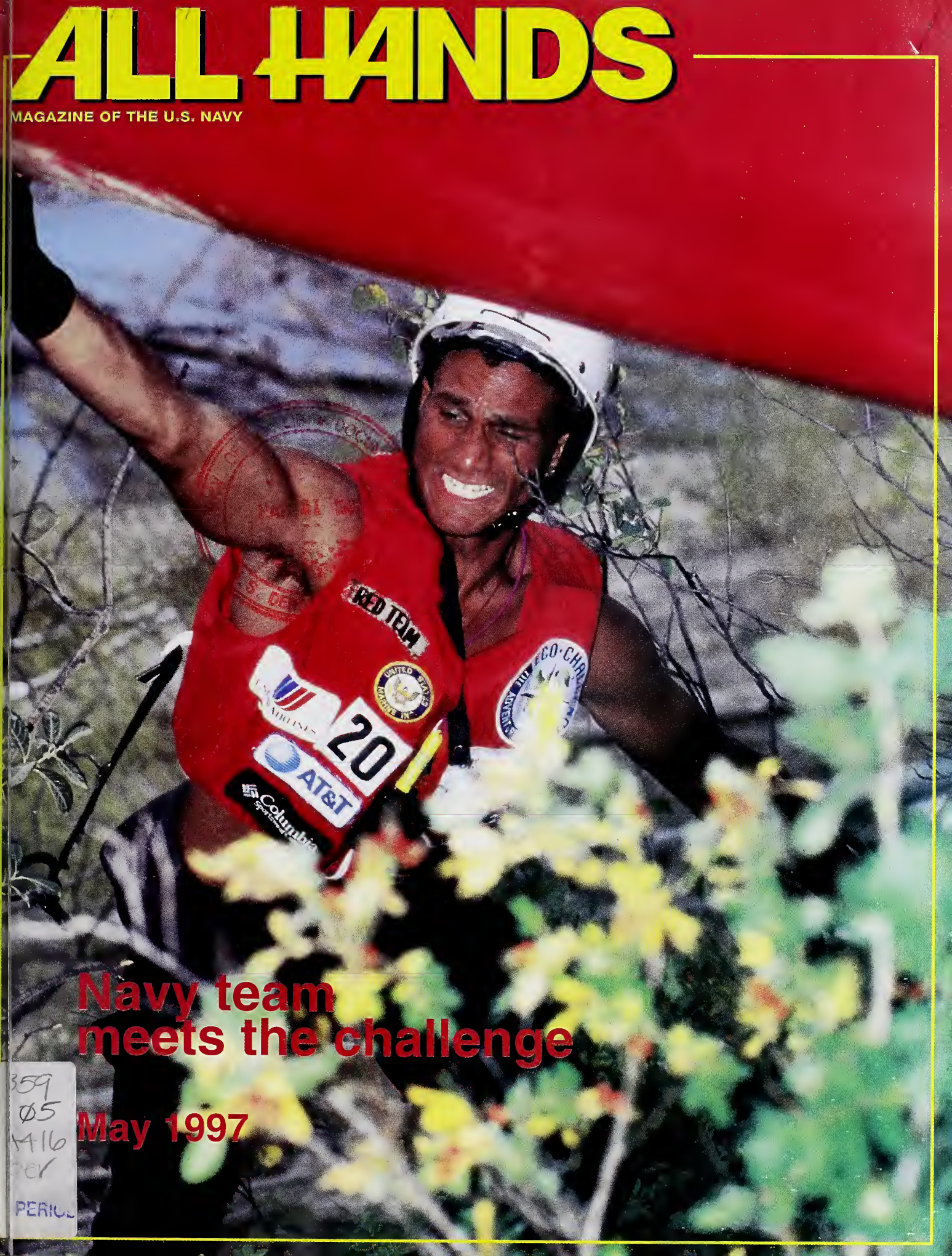
Hobbies: Music, playing the guitar

Best part of the job: "Knowing that I'm doing a good job."

Keys to success: "Being motivated and being dedicated to my job."

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Navy team meets the challenge

May 1997

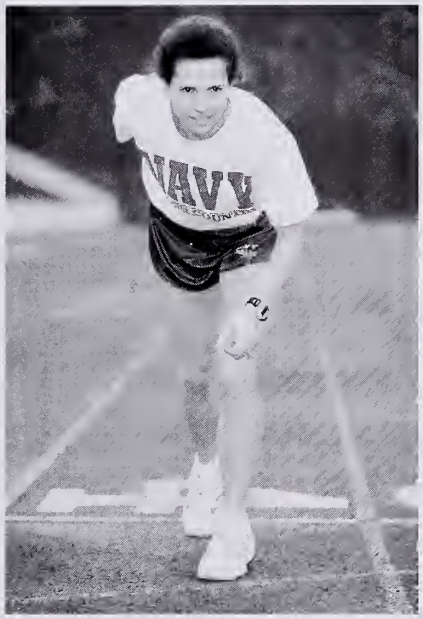
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Photo by PH2 Robbie E. Russell

MS2 Arlland S. Ibit, from Santa Rita, Guam, wears the "Red Man" suit to aid QM3 Dana D. Bogart in demonstrating self-defense techniques. Ibit is the assistant coordinator for the Auxiliary Security Force at NAS Oceana, Va.

ALL HANDS
May
Number 961


Photo by JO3 Sam Dallal

PAGE 18


Photo by Michael Melford

PAGE 22

Features

4 Telemedicine
High-tech health care for Sailors at sea.

8 Airbag safety
Get smart about airbags.

10 Ironman Triathlon
Sailors take on the "ultimate human stress test."

16 From ensign to NFL
James Kubiak drafted for Panthers.

18 Navy athletes of the year
Sailors prove their stuff

22 High adventure in British Columbia
Navy team takes the Eco-Challenge

30 Chaplain America
Navy chaplain finds new way to teach Core Values.

32 Mother's Day
All Hands celebrates Navy mothers around the world.

38 Sonar Technicians
The eyes and ears of the sub-surface Navy

40 For your health
HM lost 75 pounds to join Navy.

42 Summer safety
Prevent heat stress injuries

On the Cover

EN2(SEAL) Jody McIntyre transports the Red Team's canoe from the land to the river phase of the Eco-Challenge. Photo by Michael Melford, Discovery Channel.

Columns

2 **Charthouse**
44 **ATF**
48 **Shipmates**

Charthouse

TRICARE questions? Help is available!

If you have questions about your military health care benefits under TRICARE, there are many places to get answers. Each medical facility has a Health Benefits Advisor, Managed Care Office or TRICARE Service Center.

This should be your first contact for information. The telephone numbers for each region, where you can call and get information about TRICARE and your health care benefits are listed here for your convenience. ⚓

Region 8: Colorado, Utah, Wyoming, Montana and Idaho, excluding those including Region 11, North and South Dakota, Nebraska, Kansas, Minnesota, Iowa and Missouri.
▶ Expected to be Operational April 1, 1997. Phone: 1-719-524-2601

Region 5: Michigan, Wisconsin, Illinois Indiana, Ohio, Kentucky and West Virginia (excluding northeast corner of West Virginia).
▶ Expected to be Operational Dec. 1, 1997.
Phone: 1-513-255-9690

Region 1: Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, Delaware, Maryland, New Jersey, New York, Pennsylvania, the District of Columbia, part of Northern Virginia and the northeast corner of West Virginia.
▶ Expected to be Operational Dec. 1, 1997.
Phone: 1-202-782-1486

Region 11: Washington, Oregon and a small portion of northern Idaho.
▶ Call toll free: 1-800-404-0110

Region 2: North Carolina and most of Virginia.
▶ Expected to be Operational Dec. 1, 1997.
Call toll free: 1-800-990-8272

Region 10: Northern California.
▶ Call toll free: 1-800-242-6788

Region 3: South Carolina, Georgia and Florida excluding panhandle.
▶ Call toll free: 1-800-444-5445

Region 9: Southern California and Yuma, New Mexico.
▶ Call toll free: 1-800-242-6788

Region 4: Florida panhandle, Alabama, Mississippi, Tennessee and eastern third of Louisiana.
▶ Call toll free: 1-800-444-5445

Region 7: New Mexico, Arizona, Nevada and southwest corner of Texas, including El Paso.
▶ Expected to be Operational April 1, 1997.
Phone: 1-915-569-2528

Region 12: Hawaii and Alaska.
▶ Phone: 1-800-242-6788

Region 6: Oklahoma, Arkansas, western two-thirds of Louisiana, Texas excluding southwest corner.
▶ Call toll free: 1-800-406-2832

Good news for Sailors in FY98/99 Navy budget

The FY98/99 DOD budget proposal shows strong support for pay raises, maintains the current emphasis on quality of life initiatives and keeps the balance between readiness and force structure. It must be approved by Congress before it becomes effective.

"If you talk to the troops, the first issue they'll raise is pay," said Cohen.

The proposed budget includes a 2.8 percent pay increase in FY98 and a 3.0 percent increase in each of the next four years, the maximum permitted under current law.

The new budget also sustains efforts to improve living quarters for both married and single Sailors.

The plan calls for 905 new and replacement family housing units and 5,676 additional bachelor spaces as well as replacement or modernization of 1,032 existing bachelor spaces. It also includes $385.1 million for improvements to existing family housing units.

The construction program supports the DOD "1 + 1" standard for single personnel which calls for one bedroom and one bathroom per occupant and will ensure enlisted Sailors have quality living conditions in barracks. ⚓

Navy has official website

The U.S. Navy's official website is now at <http://www.navy.mil> Established in November 1993 as a repository of information for the worldwide community of Navy public affairs officers, the web site has since become a powerful vehicle by which the Navy communicates with the Navy family, the U.S. taxpayers and the media.

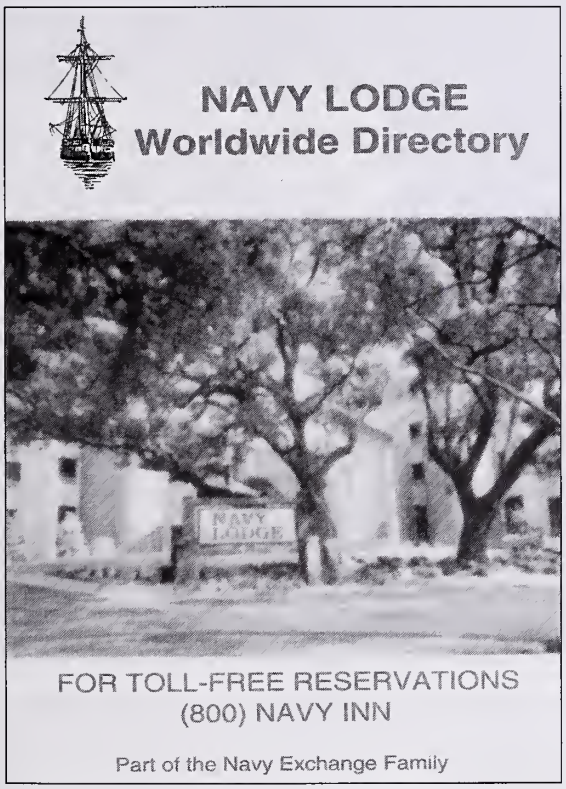
The site provides a wealth of information, news and special features. A comprehensive alphabetical subject index lets visitors easily find what they are looking for among 4,100 files. There is also a Contents page that highlights important site features.

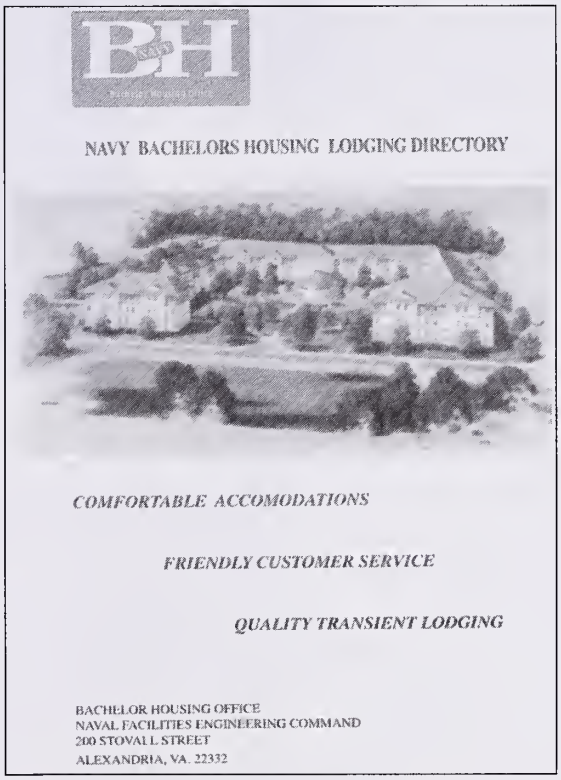
The web site is managed by the Navy Office of Information in the Pentagon, with hardware and software support from Naval Computer and Telecommunications Stations, Pensacola, Fla. ⚓

SEALS begin recruiting

Following current technological trends, Naval Special Warfare now has its first official web site. Hosted at <http://webix.nosc.mil/seals> the site provides information on training, minimum entrance requirements and points of contact.

A toll-free number is also available at 1-888-USN-SEALS. ⚓





The Navy Exchange Service Command (NEXCOM) and Naval Facilities Engineering Command has teamed up to bring Sailors and their families a consolidated directory of all Navy Lodges and bachelor housing.

This handy, easy-to-use book can help you book your own reservations worldwide. Don't leave homeport without it!

For a free copy of this valuable guide call 1-800-NAVYINN and tell them *All Hands* sent you. ⚓

High tech health care for Sailors at sea

Story by JO2 Art Picard

When a USS *Enterprise* (CVN 65) senior chief went to the ship's medical department to check on the condition of his Sailors, he never suspected he might save his life.

The wart between his eye and nose was something he'd lived with for years. More a nuisance than anything else, he'd often considered using "Wart Away" to get rid of it once and for all.

It wouldn't have worked.

"The senior medical officer said he suspected the wart was really skin cancer," said Senior Chief Aviation Boatswain's Mate (Aircraft Handling)(AW) Terry L. Hensley. "He thought it was basal cell carcinoma and the general medical officer agreed with the diagnosis."

But with the growth so close to his eye, doing a biopsy might have damaged either the eye or the muscles around it. A second opinion was needed.

Fortunately for Hensley, *Enterprise*'s medical department had installed new telemedicine equipment before the ship deployed. The equipment provides two-way audio and video communication between the ship's medical department and physicians from National Naval Medical Center (NNMC), Bethesda, Md., and Naval Medical Center, Portsmouth, Va. Hensley was the medical department's first case for the state-of-the-art equipment.



Photo by PHAN Jacob Hollingsworth

USS *Enterprise* surgeon LCDR Bill Lynch uses a dermatoscope to beam a skin lesion condition back to a dermatologist at National Naval Medical Center, Bethesda, Md., during a dermatology consult.



US Navy photo

Photo of dermatalogical lesion sent via the Care Link Telemedical Media to National Naval Medical Center, Bethesda, Md.

"Telemedicine allows us to call on the specialists of these hospitals and gives us the option of getting a real-time opinion if it's an emergency, or do a 'store and forward,'" said CDR Charles Barker, *Enterprise*'s senior medical officer (SMO). "Using the store and forward method lets us get information together, send it electronically and, within a very

Telemedicine



U.S. Navy photo

Dr. (CDR) Richard S. Bakalar and HMC Richard Hinesley examine a skin lesion taken aboard the USS *Enterprise.* The image was sent electronically to National Naval Medical Center, Bethesda, Md.

short period of time, get an opinion on the problem."

The SMO used the equipment in "store and forward" mode to send a photograph of the growth directly to Bethesda. Within 24 hours a specialist viewed the pictures and sent an e-mail back recommending the patient be medevaced as soon as possible and the growth be removed.

"It wasn't as much a question of diagnosing the problem as it was working out the best medical care in the fastest possible time for the patient," said Ship's Surgeon CDR Bill Lynch.

Within days, the senior chief was on his way from the Mediterranean Sea to Bethesda. There, the physicians gave him a local anesthetic and removed the growth. When they performed a biopsy on the growth, they found it was skin cancer.

"The cancer would have killed me eventually after horribly disfiguring my face," Hensley said. "I just thank God that the senior medical officer noticed it, and that medical had the facilities to treat me before it had progressed too far."

"The best of Navy medicine has truly arrived on the deckplate."

CDR Charles Barker,
senior medical officer
USS Enterprise (CVN 65)

In a dual case using telemedicine, a Sailor from USS *Gettysburg* (CG 64) part of *Enterprise*'s Battle Group, wasn't responding to local treatment for persistent headaches. He, along with an *Enterprise* Sailor who had experienced gait and balance problems after a head injury, were recipients of the telemedicine system's real-time capabilities.

They were able to talk with LCDR Neil Anderson, a neurologist from Portsmouth Naval Hospital.

"We thought we'd have to send the Sailor with the headaches to shore to have him seen by a neurologist," Barker said. "After consulting with a specialist, we learned the Sailor's headaches could be effectively treated onboard.

"In the case of the Sailor with gait and balance problems, the neurologist observed the Sailor perform some basic balance tests

and determined he should be sent back for further evaluation and treatment."

Another use of the telemedicine equipment took place when a Sailor from USS *LaSalle* (AGF 3)was hit by a baseball on the left side of his forehead. The impact caused nerve damage to the Sailor's left eye making the iris unable to expand and contract normally with different variations of light.

"We were very concerned because we thought he might have an internal head injury," the SMO said. "So we decided to use telemedicine, in this case, teleophthalmology, to get an opinion from ophthalmologists at Bethesda."

Enterprise's medical department linked up live with the NNMC and, using an ophthalmoscope with a camera on it, the medical department showed the physician in Bethesda highly magnified images of the Sailor's eye. Studying the images, the ophthalmologist advised *Enterprise* doctors that the problem was most likely external and could be treated on the ship with special drops.

Enterprise is the second ship to receive the telemedicine equipment. But, according to Barker, *Enterprise*'s telemedicine equipment has some updates.

"We received the video slit lamp equipment, which allows us to send special images of the optic system," said Barker "We are the first ship to have this capability."

Another feature unique to *Enterprise*'s telemedicine system is called telemicroscopy, a camera mounted on a microscope that can send real-time (or snapshot) pictures of microscopic images such as blood cells.

"Telemedicine has definitely improved the quality of health care given to our Sailors at sea," Barker said. "The best of Navy medicine has truly arrived on the deckplate." ⚓

Picard is assigned to USS Enterprise, *public affairs office.*



Photo by JO1 Ron Shafer

CDR Charles Barker, the senior medical officer aboard USS *Enterprise* (CVN 65), takes a 'snapshot' of a skin lesion using the ship's telemedicine equipment. The image is digitized and is sent electronically, with a written consultation, to a dermatologist at the National Naval Medical Center, Bethesda, Md., using the equipment's 'store and forward' function.

Deployment of an Air Bag

Rear-facing child safety seat installed on passenger side of vehicle equipped with dual air bags

Why You Should Never Install Child Safety Seats in Front!



Air bag undeployed

↓



Air bag beginning to deploy

↓



Air bag fully deployed

Photographs Courtesy of the Insurance Institute for Highway Safety

Get smart a

Story by JO2 Chris Alves

Imagine driving down the highway as your 3-year-old child stands in the well of the front seat floor. Suddenly, another car crosses the median and slams into your car, causing the air bags to deploy. In most circumstances, the air bags would save lives, but not in this case. The air bag, opening up at 200mph, breaks your child's neck.

Or, picture this. You're driving down the road with your baby safely buckled in a rear-facing child safety seat. All of a sudden, a car runs a red light and slams into your car. The front dual air bags deploy as designed, but as the driver's air bag saves your life, the other air bag takes your baby's life. It wasn't a matter of the air bags not working, it was a matter of putting the baby in the wrong seat – the front seat.

Both of these scenarios can happen. According to Dianne Steed, a former administrator of the National Highway Traffic Safety Administration (NHTSA), Washington, D.C., it happens all too often.

Air bags have saved the lives of at least 1,750 drivers and passengers since 1985 NHTSA reports. Air bags have been blamed for the deaths of 38 children, none older than nine, and 24 adults.

Most of these deaths were because the victims were not wearing or improperly using seat belts, or sitting too close to the air bag. Seat belts are still considered the primary crash protection for drivers and passengers, NHTSA said.

Most of the children who were killed were infants sitting in rear-facing car seats positioned in the front seat. Safety officials say children under 12 years of age should never be allowed to sit in the front seat of a vehicle.

"Never put a rear-facing infant seat in the front seat of a car [because it could] kill the infant when the air bag deploys," Steed said.

Air bags on the market today deploy with so muc force because they are designed to protect the

Riding Safe

Since 1985 there have been about 780,000 air bag deployments, saving at least 1,750 lives. Here are recommendations for motorists concerned about air bag safety.

❑ Always wear seat belts and shoulder harnesses. These are your primary safety devices in auto crashes.

❑ Always put infants and small children in rear seats. Use the appropriate child protection seats for infants and toddlers.

0-20 lbs:	Rear-facing safety seats
20-40 lbs:	Front-facing safety seats
40-70 lbs:	Booster seats
70+ lbs:	Back seats

❑ Read your vehicle owner's manual to help determine the proper sitting position for adults in front seats. The best advice for small drivers is to wear safety belts and make sure that the front seat is pushed as far back as is practical to still be able to drive safety. Pedal extenders may help some small drivers.

❑ Keep in mind that the numbers are in your favor with air bags. According to all available responsible sources, air bags save more lives than they cost, including the lives of small adults.

out air bags



"average unbelted adult," which the NHTSA defined at an adult male who is 5-foot-9-inches tall and weighs 165 pounds. Smaller adults, especially women, and small children are more vulnerable to the impact when the air bags inflate. Pregnant women are also more at risk.

According to Mark Edwards, managing director of traffic safety for the American Automobile Association (AAA), "The real important part to remember is that every one of these children who has died has either been unrestrained or not restrained properly." Edwards added that if a child has outgrown a child safety seat, they need to be in a booster seat.



"A booster seat [raises a child up] so the restraint system holds them," he said. But, the real issue according to Edwards is the proper use of restraints and putting kids in the back seat. "It's really the safest place to be not only for children but for adults as well."

The problem is, how do you get kids to want to sit in the back? Education is the solution.

Through a campaign sponsored by the Chrysler Corp., AAA, American Academy of Pediatrics and an air bag manufacturer, Morton Industries, a new safety campaign called, "The ABC's of Air Bag Safety," is now available. The instructional package includes a video, "The Back Is Where It's At," featuring Bill Nye, the Science Guy and pamphlets and literature, that are given to children in every school in the United States.

"It's a terrific message and we're now getting calls from people who saw the videos or read the brochures when their kids get home," Steed said. "We're trying to change the culture of where children ride in this country and trying to let the children know it's really a neat place to ride," she added.

According to NHTSA, the best safety advice remains the same. Drivers and passengers should always buckle up, and children under 12 years old should ride in the back seat.

For more information about air bags or child passenger safety, call NHTSA's toll-free auto safety hotline at 1-800-424-9393. ⚓

Alves is a photojournalist assigned to All Hands.

IRONMAN Triathlon:

Taking on the 'ultimate human stress test'

Story and photos by JO1 Robert Benson

The pungent odor of sports cream and sun block filled the air as 1,442 athletes from around the world crowded together in waist-deep water, waiting anxiously for the starting cannon to signal the beginning of the race.

Wading among the huddled mass of muscle stood the imposing figure of Dental Technician 2nd Class Don White, one of five Navy athletes who competed in the annual sporting event. White, a seasoned, 33-year-old triathlete, didn't appear fazed by the incredible 140-mile feat in front of him. He has endured this kind of self-imposed punishment before.

"You can't escape the pain," said the native of Hyattsville, Md. "But the more pain you put into your training, the less painful it will be on the day of the race. Everything points to training."

The annual Ironman Triathlon is the same painful journey every year: a 2.4-mile swim, followed by a 112-mile bike race and then a 26.2-mile run — all done back-to-back with the clock ticking.

7 a.m.

The scene at the beginning of the race was chaotic.

Among the triathletes awaiting the starter's gun were 22 military and four other Sailors who joined White at the starting line with their goals and dreams.

According to LT Stephanie Green, "I made it a goal to do the Ironman 18 years ago after I saw Julie Moss do her historic crawl across the finish line on the "Wide World of Sports."

Fireman Ben Sambrano's goal is to never drop out of a race. "I feel if you do it once, you'll do it again. I always finish what I start."



7:00 a.m. Like a great trout spawning drive, 1,442 triathletes set out for the 2.4-mile swim.



8:11 p.m. Then, it's 112 miles of biking.



Noon Followed by a 26.2-mile marathon. A triathlon requires an incredible amount of training.



➤ Five minutes before the start of the 1996 Ironman, Brian Delmise takes one last drink.

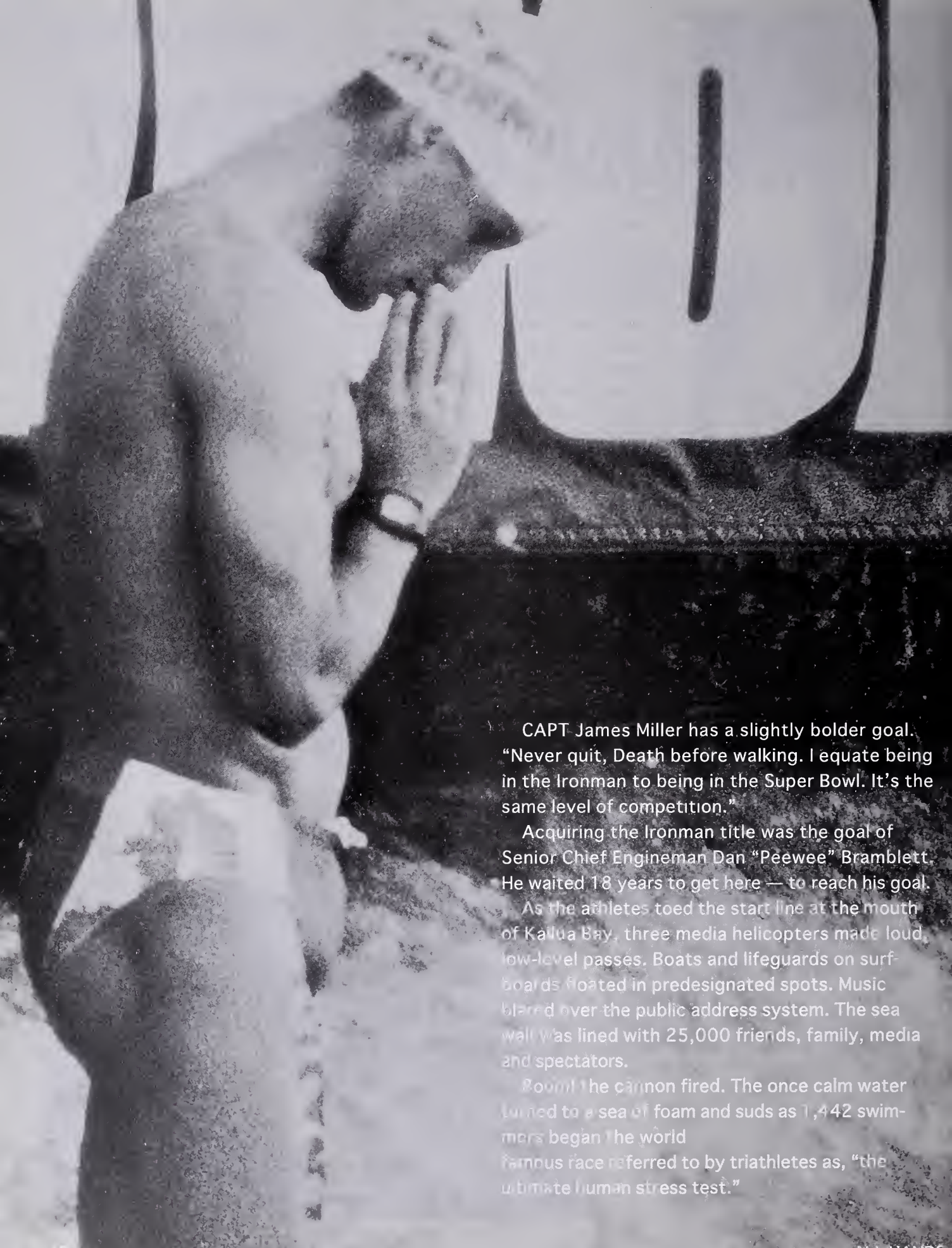


◄ Nobutake Makihara grimaces as he is loaded onto a stretcher at the finish line. Sheer will and strong mental focus carries him the 140 miles - a distance which his body painfully accepted - but just barely.

Navy Ironman

Name Duty station	2.4-mile run	112-mile bike ride	26.2-mile run	Total time
DT2 Donald White San Diego	1:10:14	5:28:54	4:00:05	10:39:13
LT Stephanie Green Oak Harbor, Wash.	1:07:36	6:24:35	4:00:19	11:32:30
FN Ben Sambrano Sausalito, Calif.	1:34:12	6:58:01	4:32:57	13:05:10
CAPT James Miller Monterey, Calif.	1:43:02	7:21:18	4:38:47	13:43:07
ENCS Bramblett Panama City, Fla.	1:13:16	6:22:15	DNF	DNF



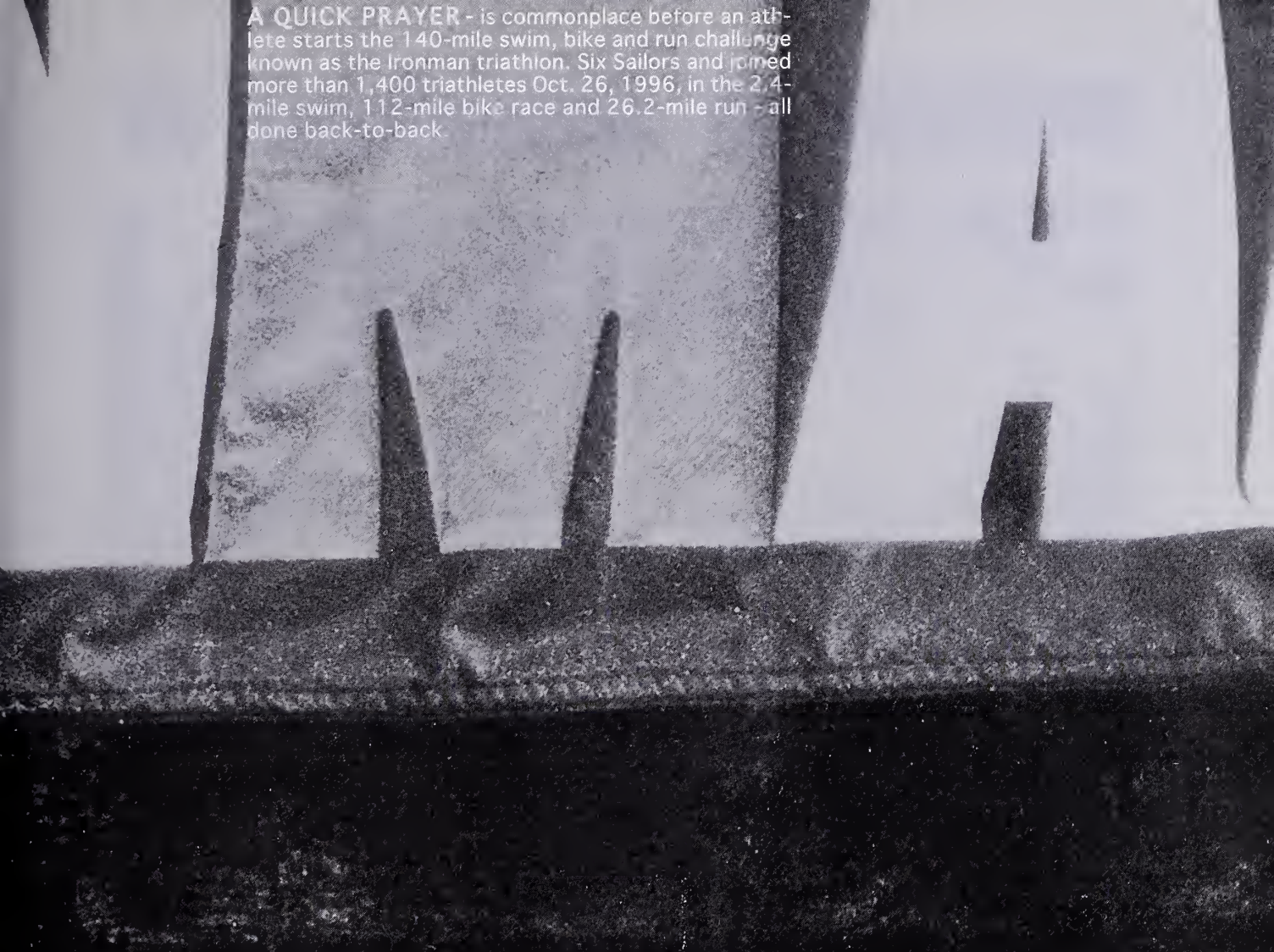


CAPT James Miller has a slightly bolder goal. "Never quit, Death before walking. I equate being in the Ironman to being in the Super Bowl. It's the same level of competition."

Acquiring the Ironman title was the goal of Senior Chief Engineman Dan "Peewee" Bramblett. He waited 18 years to get here — to reach his goal.

As the athletes toed the start line at the mouth of Kailua Bay, three media helicopters made loud, low-level passes. Boats and lifeguards on surfboards floated in predesignated spots. Music blared over the public address system. The sea wall was lined with 25,000 friends, family, media and spectators.

Boom! The cannon fired. The once calm water turned to a sea of foam and suds as 1,442 swimmers began the world famous race referred to by triathletes as, "the ultimate human stress test."



A QUICK PRAYER - is commonplace before an athlete starts the 140-mile swim, bike and run challenge known as the Ironman triathlon. Six Sailors and joined more than 1,400 triathletes Oct. 26, 1996, in the 2.4-mile swim, 112-mile bike race and 26.2-mile run - all done back-to-back.

8:11 a.m.

One hour and 11 minutes later, White emerged from the water and sprinted to his bike to begin the next phase: a 112-mile bike race. Two minutes later, Bramblett came out of the water.

The bike portion of the race took cyclists through barren, dry lava beds in the midday sun, where temperatures exceeded 97 degrees. Wind gusts of 60 mph were not uncommon on the course, referred to as the "road to hell."

According to Miller, about 80 miles into the race, time begins to slow. Minds become numb, begging the body to stop.

"It becomes a mind thing," he said. "It's an internal battle to overcome the demons that find their way into your head in a distance like this."

"Mentally you have to be tough," said White. "When you're out in the middle of nowhere, it's tough to stay focused. You have to keep pushing."

Noon

The intense tropical sun beat down. Heat rose from the asphalt, making it almost unbearable for the bikers.

As with most triathletes, White's energy was fading fast at the 112-mile mark. He entered the bike-to-run transition area exhausted.

But he refused to quit. Changing from cycling to running shoes, he set out for the 26.2 mile trek.

"My legs (felt) like cement," he said after the race. "But that's normal after biking more than 100 miles. The months of training prepared me for it."

White's months of training in the three disciplines were mind-boggling. He worked out 20 hours a week: swimming five miles, biking 200 miles and running 40 miles. Every week. Without fail.

What if he missed a workout? "It doesn't happen!" White said. I work out everyday."

DNMAN M IRONMAN M



Thirteen miles into the run, it became clear to Bramblett he wasn't going to meet his goal, and he would fall to the DNF (did not finish) category.

"Physically and mentally I was fine," he said. "But I ran into a [medical] problem that I just couldn't control. Medical picked me up and advised me to stop.

"I have a new goal," said the 37-year-old senior chief. "It's to come back to Hawaii next year and finish what I started."



▲ After years of training with the goal of one day completing the Ironman, it's not hard to see why triathletes push so hard. Many competitors, like Ken Take, collapsed at the finish line; legs no longer willing to work. After an I.V. and a massage, Take was back on his feet.

◄ With son in arms, DT2 Don White completes the world's toughest marathon in 10 hours, 39 minutes and 13 seconds. White recorded the fastest Navy time, as he has done for the past three years. The San Diego Sailor is a five-time Ironman finisher with a personal best of 9:51:00.

5:35 p.m.

For White, the finish line was near; only 500 yards to go. But they were the most painful for him. The only thing keeping him going now was sheer physical stamina and the thought of his family waiting for him.

Amid the crowd of screaming triathlete groupies, masses of media and swarms of fans, White spotted his wife Suzanne and his 14-month-old baby boy. Lurching to the sidelines, he grabbed Bradley Kona from his wife's outstretched arms and continued down the narrow path. Together they crossed the finish line — father and son.

"That was a very special moment in my life — in our lives," said White. "I'll never forget the look on his face."

Even thought Bradley doesn't yet understand the incredible feat his dad accomplished in Hawaii, to his infant eyes, his dad, Don White, was and will always be an Ironman. ⚓

Benson is a photojournalist assigned to Naval Base Pearl Harbor Public Affairs.

From ensign to NFL

Story by JO1(SW) Jim Conner

As a kid growing up in Buffalo, N.Y., he spent most Sundays watching football during the long, cold winter months. His heroes were athletes, especially Jim Kelly of the Buffalo Bills. His dream in life was twofold — to be successful and play professional football.

ENS James Kubiak, damage control division officer aboard USS *Dwight D. Eisenhower* (CVN 69), was recently placed on the military reserve list by the Carolina Panthers, a new team in the National Football League.

"The Panthers currently have me in a non-active status," Kubiak explained. "It means I'm property of the Panthers and no other team can sign or try to recruit me. They want to retain me on the list indefinitely until I can play."

According to Kubiak, the Navy requires him to serve out his military commitment until May of 2000. Though he would relish the chance to play professional football now, Kubiak says he doesn't feel frustrated.

"I believe that everything happens for a reason," he said. "I believe that God has a plan for me and I accept it. I'm more than willing to serve my country and give something back for everything the Navy has done for me."

Shortly after high school, Kubiak attended Naval Academy Preparatory School before being accepted at the Naval Academy, Annapolis, Md., in 1991. It didn't take long before his talents were noticed and he soon became the Navy's No. 1 quarterback. After graduating in 1995, he remained temporarily assigned to the Academy. During that time, he received a call from the Panthers inviting him to a workout in their temporary training camp in Rock Hill, S.C.

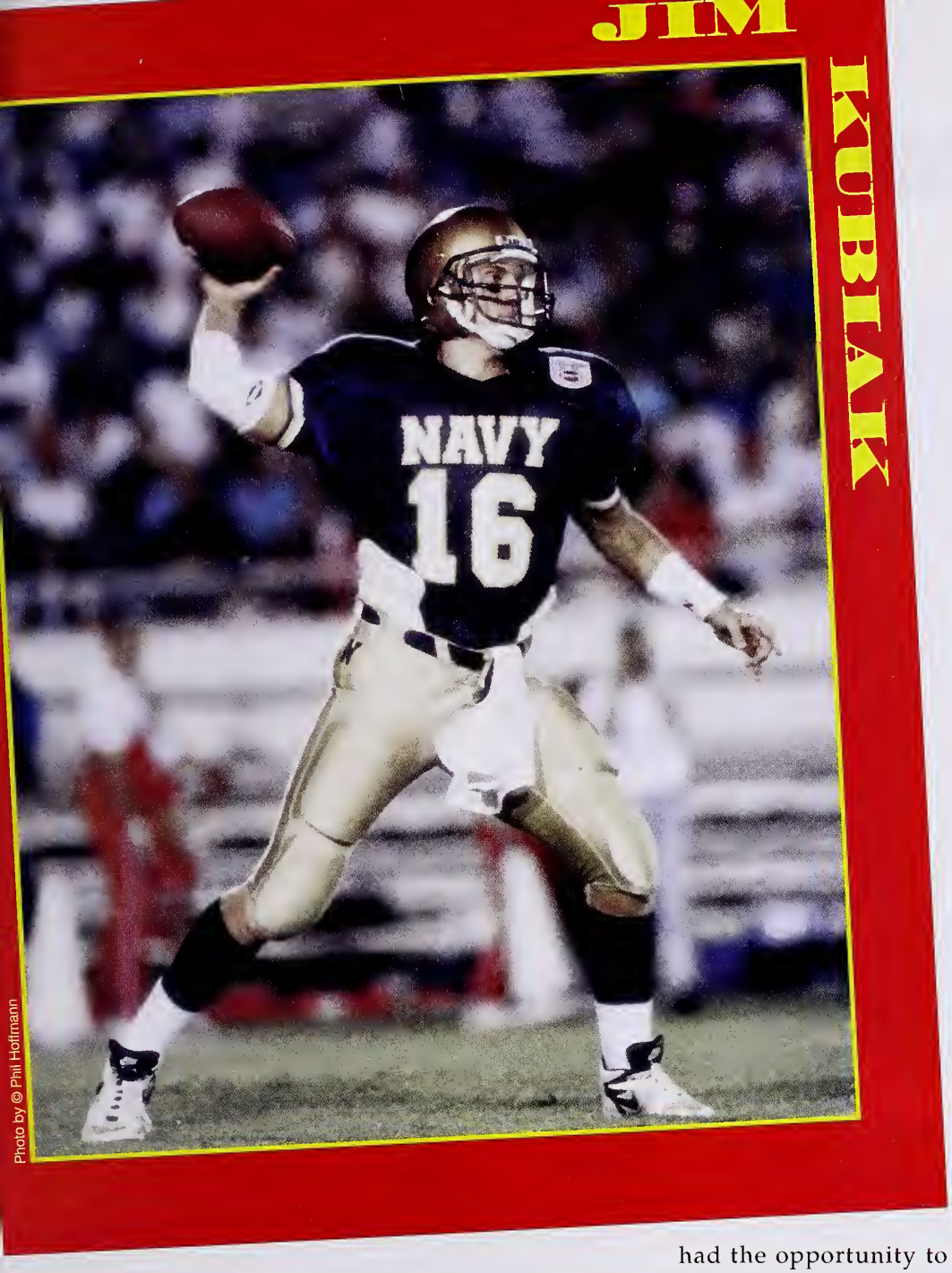


Photo by JO1(SW) Jim Conner

ENS James Kubiak, *Ike*'s damage control division officer, inspects a fire hose ensuring the equipment remains in top-notch working condition.

"They flew me down and I had a good workout," said the 24-year-old athlete. "I went back to the Academy, received orders to Surface Warfare Officer School in November 1995, graduated the following April and reported to *Ike* in May."

Since reporting aboard *Ike*, Kubiak was invited



A former Navy quarterback, ENS James Kubiak waits for his chance to play for the Carolina Panthers after completing his Navy commitment.

back to the Panthers' current training camp in Spartanburg, S.C., twice - once for a 5-day workout and again for a four-week training session.

Kubiak says though the lure of professional football stays on his mind, he loves the challenge of his job on *Ike*. "I have 42 Sailors in my division where I own 20 AFFF (aqueous film forming foam) stations, 10 repair lockers, list control and all CO2 (carbon dioxide) and APC (aqueous potassium carbonate) systems onboard," he explained. "What makes my job so enjoyable is the professionals I've had the opportunity to work with. There's always plenty of work and never a dull moment."

Kubiak keeps his 6-foot-2-inch physique in top shape by working out everyday in the ship's gym. His goal is to stay fit, continue his naval career until the end of his Navy commitment and then he'll set his sights on professional football.

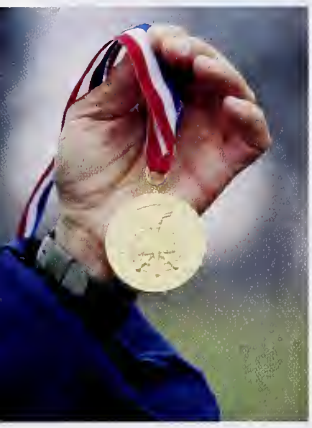
"I may be considered a long shot," he said as he smiled. "But so were Jim Kelly and Johnny Unitas." ⚓

Conner is assigned to public affairs office of USS Dwight D. Eisenhower *(CVN 69)*

Hospital corpsman captur

Story by JO2 Jason Thompson, photos by PH3 Sam Dallal

One look at the race walker's well-built physique says he's an athlete. His lean, muscular, 5-foot-10-inch frame and powerful legs propel him at a heart-wrenching pace across the pavement.



Another look at the same man in his office at Naval Hospital Twenty-nine Palms, Calif., reveals a sharp, squared-away Sailor. He wears a smoothly pressed khaki uniform, spit-shined leather shoes and two shiny brass anchors on his collar.

For Senior Chief Hospital Corpsman Warrick Yeager, success as a Sailor and an athlete fall under the same set of principles.

"In the Navy, you can accomplish just about anything if you're willing to put in the time and effort," said the 17-year veteran. "The same thing goes for serious athletes. To make it, you have to train hard day in and day out."

Yeager's hard training resulted in him being selected the 1996 Male Athlete of the Year by the U.S. Military Sports Association. Capturing the prestigious title as the Navy's best athlete isn't something he takes lightly.

"This means a lot to me," he said. "Out of all the great athletes competing in the Navy all over the world, it's a great honor to have been selected."

But Yeager said he's just getting warmed up. His sights are set on the 2000 Summer Olympics in Sydney, Australia. There, if he makes the U.S. Race Walking Team, he hopes to become the first American in 30 years to win a medal in the event.

"If I don't go for it 100 percent, then I'll always be saying 'what if'," he said. "If I don't make it, at least I can say I gave it my best shot."

At 42 years old, he has nothing to lose and everything to gain. He is already the world race walking champion in the 5 kilometer event in his age group. Yet, he insists the biggest factor in any athletic competition is desire — not age.

"Somebody at age 22 should physically be able to beat me," he explained. "But most don't have the drive and desire that I do. They just don't want it as much."

Yeager has been walking away from his opponents ever since he took up the increasingly popular sport two years ago. Since then, he's competed in thirty race walking events and has racked up 16 first, 10 second, and 4 third place finishes.

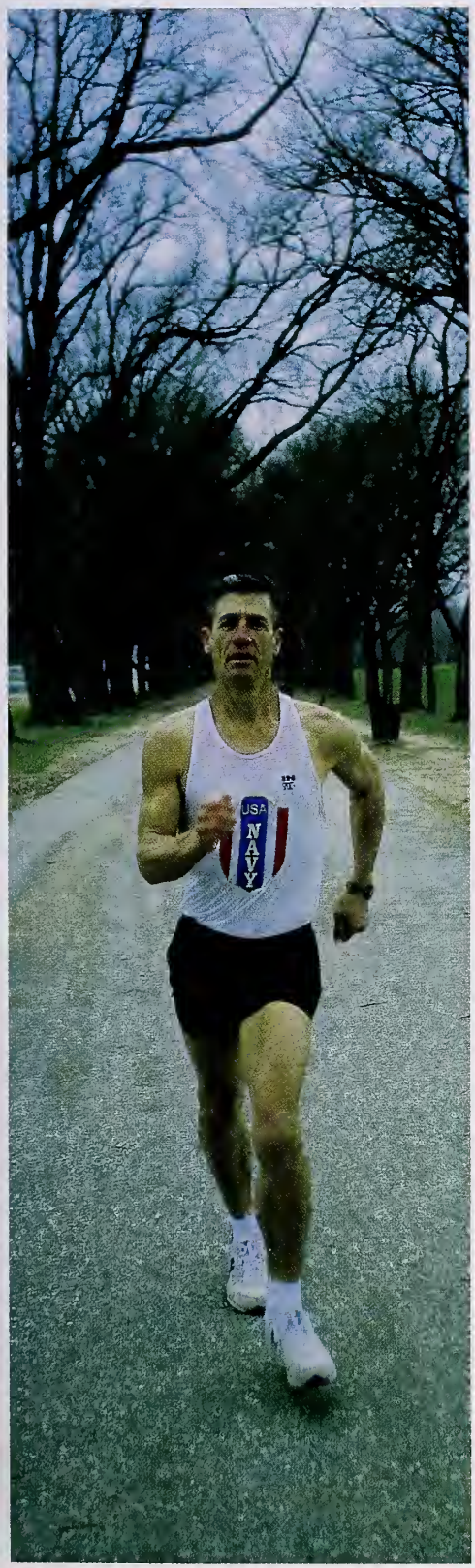
He stressed that physical fitness

▲ Top athletes from each branch of service received this gold medal from the U.S. Military Sports Association. The medal symbolizes the spirit of athleticism found throughout the Armed Forces.

➤ HMCS Warrick Yeager stretches before another workout. His rigorous training schedule includes race walking 15 to 20 miles a day.



s Navy's top athletic honor





◄ Technique, technique, technique! That's what HMCS Warrick Yeager said gives him the winning edge. "In race walking, just like in the military, you need to pay attention to detail.

should be important to everyone, not just athletes.

"I believe your health and your well-being are the best things that you can own in life," said the Phoenix native. "Everybody dies someday, so you might as well live the highest quality of life you can for as long as you can."

Yeager said he wants to be a role model for young athletes.

◄ The 42-year-old Olympic hopeful pounds the pavement during an intense training cycle. If he makes the team in 2000, he would become the oldest person ever to compete in an Olympic track and field event.

"Those kids need someone to look up to," he said. "I want to set a positive example for them the same way I hope to do with the junior Sailors here at the hospital."

That attitude is what makes Yeager so successful — both as an athlete and a Sailor. ⚓

Thompson is a photojournalist assigned to All Hands.

Navy pharmacist races

Story by JO2 Jason Thompson, photos by PH3 Sam Dallal

The marathon runner's strength was fading with each grueling stride. Her lean, muscular legs were quivering with fatigue. Sweat blanketed her slender, 5-foot-5-inch form. The only thing driving the exhausted athlete onward was sheer will and the euphoric rush of crossing the finish line.



The 27-year-old Navy pharmacist bounds across a wooden bridge during a typical early morning workout. She fits about 70 miles of running a week into an already heavy schedule of postgraduate courses.

She hadn't come all this way for nothing.

LT Barbara Kannewurf has indeed come a long way. She was chosen the 1996 Navy Female Athlete of the Year by the U.S. Military Sports Association.

The 27-year-old Navy pharmacist describes herself as a perfectionist in running and in life.

"Everything I do has to be done a certain way or no way at all," she said. "If I can't give something my all, then I won't do it."

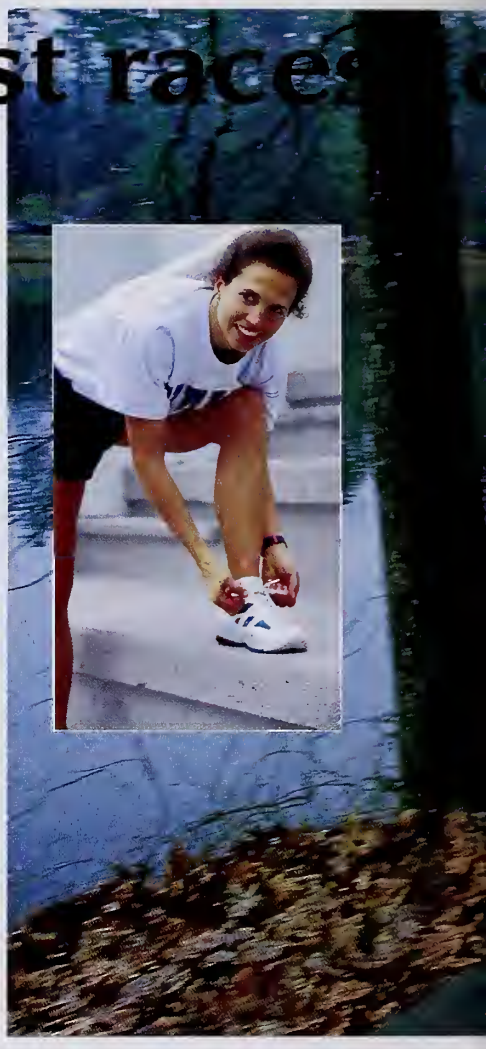
Being a perfectionist factors into her training as well.

"I'm very hard on myself," she explained. "If a workout doesn't go well, I start beating myself up by saying 'You've got to be better'. It's hard for me to accept that there will be certain days I go out to train and it's just not going to be there."

It will definitely need to be there the day she makes her second bid for a spot on the U.S. Olympic Marathon Team in 2000. She didn't make the team in 1996 because of a strained abdominal muscle. The disappointing setback has only made her more determined than ever to make it in 2000.

Her coach thinks Kannewurf's determination is the key to her future success.

"There's a certain toughness that goes with running; Barbara has that toughness," said two-time Olympian Matt Centrowitz. "Her greatest asset, by far, is her desire. That desire will take her where she needs to go."





ward Olympic gold



➤ (inset) The slender, 115 lb. marathon runner eats a balanced diet high in protein with moderate amounts of carbohydrates and fat.

➤ Kannewurf has been training seriously for long-distance running events since she joined the Navy in 1993. It's now a big part of her life. "I love to run. If I didn't have something to look forward to after a long day at work, I don't think I'd be as happy."



Desire and determination helped the St. Louis-native capture the Navy's highest athletic honor. But she insists there is more to her than just her athletic ability.

"I am a naval officer first and foremost," said Kannewurf. "I'm also a student, a wife, a friend and a professional. I encompass a lot of different areas. If someone were to look up to me, I would want them to view me as not just a good athlete but someone who gives 100 percent every time."

Giving 100 percent every time is what world-class athletes do to make the Olympics. When the 2000 Summer Games begin in Sydney, Australia, there's a strong chance Kannewurf will be seen competing on the U.S. Women's Marathon Team. If so, she'll be the one wearing a Navy T-shirt. ⚓

Thompson is a photojournalist assigned to All Hands.

➤ Kannewurf commutes from Richmond, Va., to Washington, D.C., every weekend to train with American University Cross Country Coach Matt Centrowitz (right). Centrowitz, an Olympian in 1976 and 1980, also coaches Navy LT Ronny Harris, who captured third place in the 1996 Olympic trials.



Navy team takes

Story by LT Darren Morton, photos by Michael Melford



the challenge

▲ The Red Team faced Class III raging rapids on the Elaho river the morning of the last day of the Eco-Challenge.

◄ Competitors negotiate the rapids.



The Challenge

When there's no more energy, do you stop? When the pain comes, do you stop? When your body cries out, do you stop? Across dust-filled pastures, into partially-frozen rivers, through unforgiving wilderness and up towering glaciers, when do you stop?

For five Sailors known as the Red Team, stopping was not an option. Together they trekked for more than 300 miles in less than 10 days time, for they were one of 14 teams who finished the world's most grueling expedition competition, the Eco-Challenge.

▲ BMCS(SEAL) Arthur Toehlke, EN2(SEAL) Jody McIntyre, LT Pamela Kunze in the canoeing phase of the race.

The Eco-Challenge is an adventure race like none other. Set within the vast landscape of British Columbia, Canada, the Eco-Challenge shows people confronting nature in an extreme way. Five Sailors took on that challenge.

Chief Boatswain's Mate Joe Burns, 34, a Navy SEAL based in Norfolk, thought this race would be the perfect forum to display ultimate teamwork. "We do this everyday," said Burns. "It's natural for us."

Each five-member team participating in the Eco-Challenge included at least one member of



Photo by Warren Getler/Discovery Channel

◄ Red Team (from left to right) EN2(SEAL) Jody McIntyre, team leader BMC(SEAL) Joe Burns, LT Pamela Kunze, BM1(SEAL) Johnny Hoffman and BMCS(SEAL) Arthur Toehlke.



◄ LT Kunze carries the Red Team canoe two miles over land, from one side of the river to the other.

the opposite sex. They navigated with only a compass, a map and their combined wits, staying alert to constantly changing weather conditions and wildlife.

The Team

Burns asked his SEAL buddies to participate. "At first, they all thought I was nuts, but the more they thought about it, the more they liked it," he said.

BMCS Arthur Toehlke, 35, BM1 Johnny Hoffman, 31, and Engineman 2nd Class Jody McIntyre, 26, all Navy SEALS decided to make the commitment. The team had four of the five required members and was seeking the fifth, a woman.

Burns had heard of LT Pamela Kunze, a public affairs officer stationed at the Bureau of Naval Personnel, Washington, D.C. He was aware of her reputation as a star track athlete and asked her to be a part of Eco-Challenge '96. "I didn't know any of the guys on my team when they gave me a call," said Kunze. "In fact, I hadn't really heard of the Eco-Challenge until I got a call from Chief Burns, the team captain.

"I talked to other folks familiar with the race, and it sounded like a great opportunity to do something different and something not too many people are able to do," said Kunze. Red Team was now ready.

The team trained for about nine months. "We did a lot of running, backpacking, cycling and paddling," said Burns. "As far as the technical skills needed for the race, the [SEALs] were already proficient, but we needed to practice the procedures to pass the registration phase of the race," said Burns.

Kunze, the only non-SEAL member of the team, felt a tremendous responsibility to develop the skills needed for this grueling race. "I was concerned about keeping up because these guys trained together for work," said Kunze.

Not being co-located with her other teammates, Kunze had the added burden of training alone. "I was working out before work, and then at lunch time and then doing something after work," said Kunze. "The weekends were when I would get proficient with the skills I needed, whether it was

"The key to our success was that everybody played their role. If you don't have team-work... your team just won't do well."

- Chief Boatswain's Mate Joe Burns, Navy SEAL, Norfolk,

canoeing, horseback riding or mountain biking."

Kunze, as well as the other team members, faced a unique challenge — deployment. "I got deployed to 6th Fleet for Bosnia which put a jolt in my training," said Kunze. "Everybody was doing training trips up until the time of the event."

Despite commitments brought on by the Navy, the Red Team came together with awesome self-assurance. "When we first started out, we just wanted to finish, but the more time we put into training, the more we wanted to go for the win. We had [winning] in our minds the entire time," said Burns.

The Race

As dawn broke in Pemberton, British Columbia, 350 participants, making up 70 teams, embarked on their quest to win the Eco-Challenge. The first portion of the race took Red Team on a 22-mile horse ride and run through deep forest and alpine meadows. Two team members rode horses while three jogged alongside. This leg of the course ended with a swim against strong mountain currents in an icy, fast-moving river.

Once past the river, Red Team faced a difficult mountain ascent made virtually impassable by dense alder brush. As minutes turned to hours and hours gave way to days, Red Team forged onward thinking, "help your buddy, help your pal, win."

Well into the Eco-Challenge, Red Team came head to head with their biggest fear — a downed teammate. All five team members were required to complete the race together or be disqualified.

"[Pam Kunze] slipped in the mountaineer phase, banged her head pretty good and knocked herself out," said Burns. "I was concerned because we were out in the middle of nowhere and she lost consciousness.

"When she did come to, she was incoherent and confused. After a little while, she came around and assured everyone she was OK," said Burns. "We left it up to her. She said she was fine and she wanted to continue. She didn't slow us down one bit."

As Red Team continued,



▲ Opening day of the Eco-Challenge, a 22-mile ride and run leg with two members of the Red Team, LT Pamela Kunze, BM1(SEAL) Johnny Hoffman and other race competitor on horses, the other three team's members jogged along side.



Mother Nature brought on a fierce thunderstorm to the region. "We entered the second mountaineering phase of the race, and we got caught in a storm," said Burns. "There was zero visibility with rain, hail and snow."

The storm hit with winds reaching 70mph at the highest elevations, bringing lightning and whiteout conditions. "We couldn't proceed. After 12 hours, we decided to come down off the mountain," said Burns. Rescue teams set out to search for missing teams while race officials decided to modify the course, since the weather and safety concerns were the overriding factors.

"We thought the race was over, but everybody got caught in the storm. Beyond that, there wasn't a time we thought we couldn't complete the race," said Burns.

The Finish

"The storm had cost a day and a half," said Kunze. "To keep the race on schedule as much as possible, Eco-Challenge race administrators were flying teams four through 14 to the glaciers."



➤ An Eco-Challenge competitor crossing the waters of Lilliot River.

Red Team traversed enormous ice fields, scaled ice caps and skirted deep crevasses. "It was unlike anything I'd seen before. Actually knowing that you could die crossing the crevasses made it more exciting," said Kunze. "Once we'd finished and looked at the scenery, it was beautiful," she added.

From high atop the spectacular glacier, Red Team moved on to rafting. Because of the storm and melting glaciers, the waters below turned into a raging river. Red Team had to negotiate Class IV white water rapids.

"When we started the white water rafting phase we were in 8th place and we were paddling as hard as anyone, but because we didn't know how to read the river, we couldn't get into the right water," said Kunze.

At this point, Red Team could taste the end. "Straight from the rafting we changed out of wet suits into biking shorts and began the final mountain biking section," said Kunze.

This leg — the last leg — was a 45-mile mountain bike ride with steep climbs of up to 2,500 feet, followed by a hair-raising descent down the face of Whistler Mountain, British Columbia.

"About two to three miles before the finish, I had a flat tire on my bike, we had to stop and change that flat," said Kunze. "We were ready for the race to be over."

Red Team crossed the finish line in early evening. The team's official time was 8 days 9 hours and 32 minutes. "It felt good to be done," said Kunze.

The Red Team finished 13th of the 70 teams that began. The winner was Team Eco-Internet/ Reebok from the United States and New Zealand who met and organized themselves over the Internet. They finished the Eco-Challenge in an amazing 6 days, 17 hours, 44 minutes.

There was a tie for second place with Team Hi-Tec Adventure from the United States and New Zealand, and Team Hewlett-



➤ BMC(SEAL) Joe Burns faces the glacier trekking portion of the course.

Packard from France with a time of 7 days, 10 hours, 48 minutes.

"The key to our success was that everybody played their role," said Burns. "If you don't have teamwork, you can have all the physical skills in the world and your team just won't do well," said Burns. "This was the hardest thing we'd ever done."

"If anyone wants to get into this type of race, be prepared," said Burns. "It's a full-time job with training and getting the sponsorship together. It's not something you just jump into unless you jump in with both feet. We sacrificed a lot of our personal time getting ready."

This year's Eco-Challenge will be held in Australia in August. The teams will race unassisted through the Australian outback, rain forest and Great Barrier Reef. The exact race course for the 300-mile competition will be revealed to the competitors just prior to the start.

So, just when do you stop? When you win. ⚓

Morton is the publications division officer, Naval Media Center, Washington, D.C. Melford is a photographer for the Discovery Channel.



Photo by Robert Hauser

➤ Team Eco-Internet the leads the way on one of two mountain-biking legs.



Art by Mike Webb

Story by JO3 Raina Williams

"Aye, Shipmates ... Gather 'round and listen to the story of how Chaplain America came to be ..."

After seeing a magazine cover called *Chaplain America* in Europe during the Gulf War, Chaplain (LT) Bryan Finch decided to create a comic book character by the same name. The idea emerged after seeing how much time Sailors spend at the base exchange flipping through comics.

Finch's first colorful story about the super villain "Boredom" and two drinking Sailors was born after a chance meeting with an Atlanta animator/illustrator in the fall of 1994. Finch and Mike Webb coupled their talents and published their first edition that year.



Photo by Patty Webb



U.S. Navy photo

Animator and illustrator Mike Webb developed *Chaplain America* in his Atlanta home after meeting Chaplain (LT) Bryan Finch.

"I've seen a lot of good Sailors go out the door because of stupid mistakes," said Finch. "Chaplain America, superhero, seeks to guide Sailors through some of [those] everyday dilemmas."

Webb, once an illustrator/cameraman in the Army, was excited to be involved in this military publication. "It was a welcomed change since I'd been doing a lot of science-fiction work," said Webb. "I liked the concept of the clean-cut character of Chaplain America."

The whole effort started out as a simple comic strip. Finch was submitting material to *Impact*, a local San Diego-based newsletter, when many Sailors felt Chaplain America should be shared with family members and the general public. But, Finch had a more important concern: teaching Sailors how to make better decisions through the use of Core Values.

"At recruit training command, they stressed heavily to us the Navy's Core Values of honor, courage and commitment," said Seaman Electronics Warfare Technician Nichole Stimeling, attached to USS *John Young* (DD 973), homeported in San Diego. "We need things like this to reiterate the importance of morals in the Navy."

Finch invited other Navy chaplains to write stories for the book. And the first 5,000 copies of *The Adventures of Chaplain America USN* were distributed to San Diego area ships. Chaplain (LT) Mike Hall, Roman Catholic Chaplain (LT) Kermit Holl, and Jewish Chaplain (LT) Steven Leapman all provided stories with one central theme: courage — one of the Navy's Core Values.

Finch said Chaplain America is an adventure and an invitation to think and reflect on Core Values in a new exciting way.

Stimeling said she especially enjoyed reading the stories in the issue because they were motivating and right to the point.

"It catches the eye," she said. "The illustrations resemble a comic book, which I feel make it more appealing."

The team of Finch and Webb spent many hours and a great deal of effort developing Chaplain America. "It reflects a lot of my values [and] I'm sure it's got a lot of my personality," said Finch.

Finch hopes to receive funding so future issues of the comic can be published and distributed throughout the fleet.

"... And so continue the adventures of ... Chaplain America ... Ahoy mates!" ⚓

Williams is a staff writer for All Hands.

Happy Mother's Day

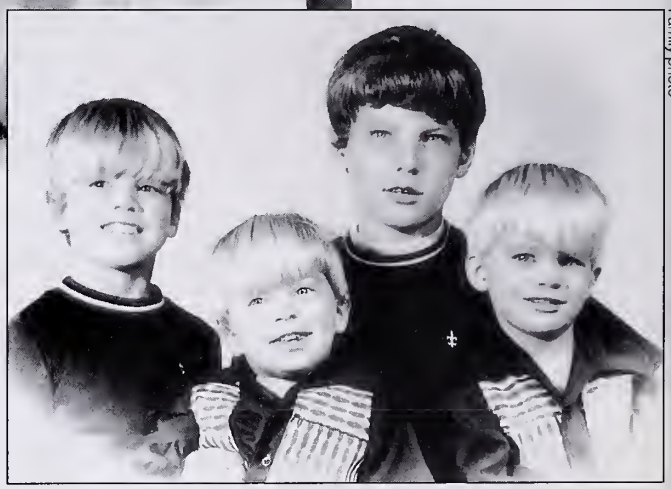
The flying DeWalts

Story by JO2 Jerry Knaak



Family photo

Char DeWalt (center) is surrounded by her sons at Mikes' graduation from the Naval Academy. From left: Richard, Michael, Mom, "Chip" and Rodney.



Family photo

The year was 1971. The United States was embroiled in a conflict overseas of which many people at home wanted no part. Students on college campuses across the country erupted in demonstrations and riots because of the war in Vietnam. Soldiers, Sailors, Airmen and Marines were shunned as they returned home after a tour of duty in a far-off, war-ravaged jungle. The actions of those opposed to the war in Southeast Asia affected the troops returning stateside, those still fighting in Vietnam and the families of the men and women in the Armed Forces who were caught up in the maelstrom of antimilitary and antigovernment sentiment.

Charlotte Ann DeWalt was one of those family members. A student at the University of California-Berkeley, and the wife of a Navy pilot, DeWalt's life was turned upside down. "The car was egged and terrible things were painted on it. I stopped taking classes," she recalled. With four children at home and a husband assigned to Tactical Electronic Warfare Squadron (VAQ) 134 aboard *Ranger* (CVA 61), she could not take any chances. Home was a haven, and despite the vandalism at the college, the neighborhood welcomed her and her four sons with open arms. "We were the only military on the street. We were the little family they protected while [my husband] was gone, and they were very supportive

of him," she said. Her husband, Ralph F. DeWalt, made two deployments flying combat support missions in the A-3 *Skywarrior*, and she didn't fret while he was gone. She felt "he was doing his job."

He was gone in 1959 she gave birth to the first of their four sons, Richard Paul. During the next 11 years, she would bring three more boys into the world. Little did she and her husband know that all four would become pilots in the United States Navy.

Now retired, CAPT DeWalt spent 26 years on active duty flying A-3s and EA-6B *Prowlers* for the Navy. His career included more than 4,000 flight hours, 800 traps and a tour at the U.S. Naval Academy. At the beginning of his career in 1960, he couldn't have predicted what the future would bring.



Family photo

Ralph and Char DeWalt are proud of their sons as reflected on their "Wall of Fame."

According to DeWalt and his wife, none of their four children were "pushed" into the Navy. In fact, their second son, Rodney, claims that, "Mom told us not to join the Navy, so, of course, we did."

Their oldest son, now a lieutenant, was the one who the DeWalts would have least expected to join the Navy — or the military, for that matter. When Richard was 18 years old the family received orders to the Philippines. Richard declined to travel with his family to their new home and stayed in Washington State. One year later, he had become an enlisted air traffic controller in the Air Force. After earning a degree in airport traffic management, Richard, who had earned his private pilot's license at age 16, tried to enter the Air Force's flight program and was turned down. He turned to the Navy, was accepted for flight training, learned to fly F/A-18 *Hornets* and is currently assigned to Carrier Air Wing 9. Ironically, 25 years prior to pinning on the wings of gold, Richard was sitting in a stroller at his mother's side on the same parade ground at Naval Air Station (NAS), Pensacola, Fla., while his father graduated from flight school.

LT Rodney P. DeWalt was born in 1965. In 1987 he became the first of three DeWalt Naval Academy graduates. According to Ralph, Rodney surprised him by accepting his appointment to the Academy.

"He was all set to go to Penn State on an NROTC scholarship when the appointment came through. There was dancing in the streets," Ralph recalled. Rodney also flies F/A-18 *Hornets* and is an instructor with Marine Fighter Attack Training Squadron 101. He returned from a two-year tour as an instructor teaching the Kuwaiti air force to fly newly-purchased *Hornet*s last summer. Rodney recently applied for an assignment to the Blue Angels.

Michael Craig, 26, graduated from the Naval Academy in 1992. A lieutenant and an SH-60F *Seahawk* pilot with Helicopter Antisubmarine Squadron 14, he is described by his parents as "the protector." "He is the one who guards over his brothers," Charlotte DeWalt said. "His mission in life is to make sure people stay safe. That's why he wanted to fly helicopters." According to his mother, Michael was determined to attend the Naval Academy. "He was born at the Naval Academy. He wouldn't apply

for anything but the Academy. He has always wanted to go there and become a pilot," she recalled.

The last of the DeWalt sons to enter the brotherhood of Naval Aviators was Chip, who graduated from the Naval Academy three years ago and received his wings, March 22, 1996. He is now with Patrol Squadron 4 after having flown P-3C *Orion* maritime patrol aircraft. The achievements of all the DeWalts are displayed in their mother's home.

"It's not that I don't have confidence in my children, but they're always your children; therefore, they're never quite old enough in Mom's eyes to do some of the things that they choose."

— Charlotte Ann DeWalt

A living room wall serves as a "shrine" to the DeWalt children. Ralph DeWalt and his wife enjoy an enormous amount of family pride. "It's very rewarding and enriching, having shared something with your children and being able to communicate an appreciation for what they're doing, and in some cases even being helpful," Ralph said.

Ralph, quiet and soft-spoken, can identify with his sons' trials and tribulations. He speaks the pilot's lingo and can jump right into a conversation about naval aviation with any of his four boys. It is his wife, strong-willed, outspoken and energetic, who feels the emotion and trepidation that goes along with her children flying aircraft on the front lines of America's national defense. "When Ralph flew, it was his job and I didn't think about it the same way. It's not that I don't have confidence in my children, but they're always your children; therefore, they're never quite old enough in Mom's eyes to do some of the things that they choose."

She went on to say, "You just have to say a little prayer and ask Him to keep watching out for them." With the recounting of every military aircraft accident by the media today, the mother of four naval aviators can't help but be concerned for her sons' collective well-being. One of Chip's flight instructors was killed five days after Chip pinned on his wings.

Although she worries for her children's safety, DeWalt takes solace in the fact that her sons fly aircraft with outstanding safety records, and she believes in the Navy's support circle within aviation. Her sons have bumped into Sailors who served with their father when he was on active duty, proving that the Navy is a small world. To keep friends and family members informed on their sons' whereabouts, Ralph produces a computer-generated flyer, appropriately entitled, "The DeWalt Navy."

Since the early 1960s, the DeWalt family has taken to the skies in defense of our nation. If patriotism is hereditary, it's obvious that all four sons inherited their father's dedication to duty and love of country. But the DeWalt boys may have gained their adventurous spirit from their Mom. After living a tumultuous life herself, Charlotte has taken up a rather risky endeavor of her own. Mom rides a Harley. ⚓

Knaak is a journalist assigned to Naval Aviation News, *Washington, D.C.*

Happy Mother's Day

Seabee Betty: Queen 'Bee of the South Pacific

Story by JO3 Anthony J. Falvo

For different people, the island of Guam means dif-ferent things. For some, the clear, beautiful water provides for excellent snorkeling. For others, the white sands and warm beaches are great for perfecting that dark tan. But for Betty Chargualaf Peredo, Guam means home, and she's tried to make it "home" for Seabees since 1952.

"The military on the island, Navy Seabees, Air Force, Marines, all know me as 'Seabee Betty,'" said the 62-year-old chamorro. "I help all of them; but there's a special place in my heart for my Seabees."

Betty first came in contact with the Navy in 1949 when she lied about her age and worked as a short-order cook for the Navy Exchange at age 15. In 1952, she began inviting the Seabees into her home for "fiestas;" by her own calculations she has fed "thousands" since then. Today, Betty still works full time at two jobs and collects two paychecks, one for her family and one for Guam's Seabees.

Though she has "adopted" all of Guam's military, Betty feels a tight bond to the Navy Seabees. "My Seabees are here for a very short time and do a lot for the people in the community. They come here without family and are very lonesome. I always try to make them feel at home and make them welcome to the village and my family," said Betty.

Guam suffered its biggest and most destructive typhoon in history Dec. 22, 1990. Typhoon Russ had devastated the island and the deployed Seabee battalion went right to work. Skilled in disaster recovery, the Seabees worked day and night for nearly three days straight. "I felt sorry for my Seabees because they were working so hard," said Betty. On Christmas Day, with the help of the Navy Public Works Center and many wives' organizations, Betty organized a typical chamorro Christmas fiesta and shared the Christmas spirit with more than 500 Seabees at the local USO.



U.S. Navy photos

Betty receives birthday greetings at her 60th birthday party in 1994, from the former Commander, Naval Forces Marianas, RADM David Brewer. The party was sponsored by the Civil Engineer Corps of Guam.

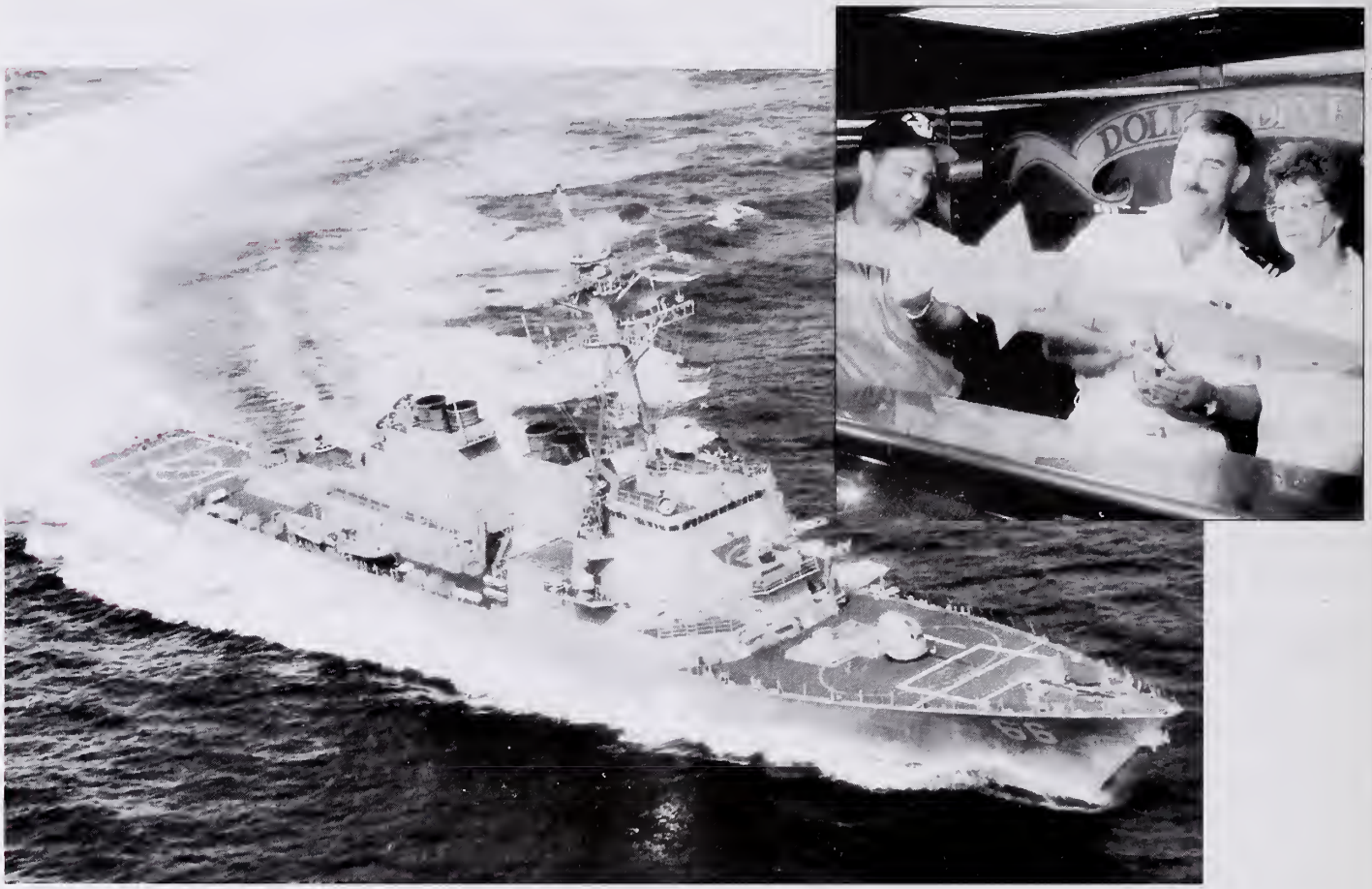
Her generosity and devotion have not gone unnoticed. In August 1972, the Naval Construction Force made Betty an "Honorary Seabee" during a flag-raising ceremony at Guam's Camp Covington. At the annual Seabee Ball each March, Betty has held a seat at the head table as the reigning Queen since 1992. She is an unofficial ambassador and spokeswoman for Guam's Seabee battalions.

Betty has always enjoyed what she's done and hopes to do it for a lot longer. "I'm still doing it," said Betty, "and as long as God will let me keep my health I'll keep doing it. When I can't do it anymore, I'll tell my Seabees, 'Seabee Betty is now in a wheelchair and I can't do anything for you anymore, but you'll always be welcome in my home.' My home is always open to my Seabees and my military." ⚓

Falvo is assigned to U.S. Naval Mobile Construction Battalion 133 Public Affairs Office, Guam.

Happy Mother's Day

USS *Gonzalez* names mess deck after namesake's mother



U.S. Navy photos

Story by JO2 Denny Boyles

For Dolia Gonzalez the death of her son, Marine Corps Sgt. Alfredo "Freddie" Gonzalez, in the Vietnam War meant the loss of her only child. But with the commissioning of USS *Gonzalez* (DDG 66)(named after her son), Dolia has become the honorary mother of 350 Sailors in adopting the ship.

In turn, the crew of *Gonzalez* made her a part of the crew, named the ship's galley "Dolia's Diner" and raised enough money to fly her to Bath, Maine, for the ship's christening.

During the commissioning ceremony, Dolia accepted the Medal of Honor on behalf of her son. She said she has taken the crew to heart and is especially happy to join the Navy family.

"I'm excited for the ship to be commissioned, but sad at the same time," she said. "I'm really proud of the job everyone on the ship does and the things they are doing for Freddie. I am proud of his sacrifice and glad that he hasn't been forgotten. My son



U.S. Navy photo

◄ Dolia Gonzalez (right) cuts the ribbon for "Dolia's Diner" with former USS *Gonzalez* Commanding Officer CDR Frederick Allard, as (Supply Officer's Name) looks on.

◄◄ USS *Gonzalez* (DDG 66)

Dolia Gonzalez (right) prepares to start up the serving line at "Dolia's Diner."

was an inspiration to so many in our town, and now he can be a symbol to others as well."

"Freddie" Gonzalez enlisted in the U.S. Marine Corps in 1965, shortly after graduating from Edinburg High School in Edinburg, Texas. After completing his initial training he was sent to Vietnam in 1966. He escaped harm his first year, and answered his mother's prayers by returning to the states in 1967. But Freddie, like so many others who served in Vietnam, felt he hadn't finished his work there.

Dolia begged him not to go back to Vietnam, but Freddie was adamant. He returned to Vietnam that same year, but as a 21-year-old, newly-promoted sergeant.

On Feb. 4, 1968, he was wounded while knocking out fortified enemy positions. He had already been wounded a number of times that day and on previous days, but had refused medical treatment so he could stay with his men. The wounds he received Feb. 4, proved fatal. He died in a helicopter after being knocked unconscious by enemy fire.

He was awarded the Medal of Honor for saving more than a dozen lives. He is still remembered as a hero today by the people of Edinburg.

> ***"My son was an inspiration to so many in our town, and now he can be a symbol to others as well."***
>
> **— Dolia Gonzalez**

Today, Dolia spends time volunteering at an elementary school named after her son. There is also a street and a newly dedicated park named after the hero of Edinburg.

Dolia may have lost her only son on that fateful day in 1968, but his memory is preserved in the form of USS *Gonzalez*. ⚓

Boyles is assigned to NAVSTA Ingleside public affairs office, Ingleside, Texas.



Photo by JO1 Ron Schafer

Sonar techs - the eyes and ears of the sub-surface Navy



Photo by PH1 Michael J. Rinaldi

▲ The ballistic missile submarine USS *Maine* (SSBN 741), one of the U.S. Navy's newest *Ohio*-class submarines, conducts surface navigational operations approximately 50 miles south of Naval Station Roosevelt Roads, Puerto Rico.

▲ (Inset) STG2 Steven Ritter performs maintenance on sonar equipment installed aboard USS Connelly. Sonar techs are trained to both maintain and operate the high-tech gear.

Story by JO2 Jason Thompson

They are the eyes and ears of the vast, uncharted world beneath the ocean's surface. From the churning of an enemy submarine's propeller to the song-like banter of a herd of humpback whales, Sonar Technicians (STs) can hear and "see" it all.

"We are the eyes and ears of the ship," said Sonar Technician (Submarine) 2nd Class Matthew D. Walden, stationed in Pearl Harbor aboard the fast-attack submarine USS *Hawkbill* (SSN 666). Walden, 24, has been a sonar tech for five years.

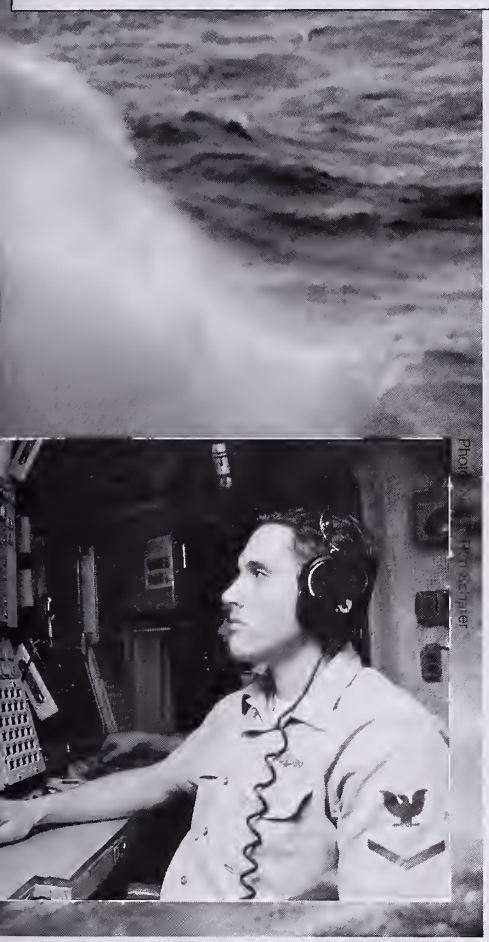
The Olney, Ill., native said he

Sound-Navigation-Ranging, or sonar, is based on acoustics. The sonar technician (ST) uses the sophisticated gear in two ways: 1) as "listening gear" to pick up the sound of a submarine's propeller or internal machinery, and 2) as "echo-ranging gear" to determine its bearing and distance.

In echo-ranging, the ST sends out an underwater signal, or a sharp "ping." The ping is similar to a radio wave. It's an electronic impulse traveling miles underwater from the sender. The sonar beam bounces off any object in its path and sends back a signal to the ship, which is then recorded on a directional sound device.

The time it takes for the signal to come back tells the ST the object's range, while its line of travel gives the bearing of the target.

Sonar echoes also come back with varying degrees of pitch caused by reflection of the sound wave from a moving object, informing the sonar tech the nature and movements of the target.



▲ (Inset) STS3(SS) Frank R. Brunner of Chicago stands the sonar watch aboard the fast-attack submarine USS *Baltimore* (SSN 704). He is listening for noises generated by contacts above and below the ocean's surface, and is trained to distinguish between a man-made sound or a natural phenomenon.

likes the responsibility that comes with the job. "The whole crew is depending on me to do my job right. I like that."

Doing the job right requires sonar techs to undergo 18 months of intense training at the Fleet Anti-Submarine Warfare Training Center in San Diego. There they learn to operate and maintain the most sophisticated underwater surveillance equipment in the world.

"We have 19- and 20-year-old seamen working on multimillion dollar systems," said STS1(SS) Scott J. Bauske of Adams Friendship, Wis. "As a leading first class petty officer, I am responsible for making them understand their job and developing them."

The ST rating is divided into two designators - Sonar Technician, Surface (STG) and Sonar Technician, Submarine (STS).

STGs typically work aboard surface combatant ships like cruisers, destroyers and frigates. They operate and maintain the sonar systems used to detect, classify and track sub-surface contacts, usually in support of battle group operations.

"We play a pivotal role in anti-submarine warfare," said Sonar Technician (Surface) 2nd Class Steven G. Ritter of St. Joseph, Mo. "It takes everyone in sonar operating together as a team. Everyone has to do their part to find and track the enemy."

Even with highly sophisticated sonar gear at their disposal, a sonar tech's greatest resource in tracking the enemy is experience.

Ritter is constantly honing his skills in anti-submarine warfare.

"The training we get at sea keeps me on my toes and helps me stay on top of my rate," said Ritter, stationed aboard the destroyer USS *Connolly* (DD 979) homeported in Norfolk. "There's a lot of hours underway, but it really pays off in the end."

STSs serve aboard both fast-attack (SSN) and ballistic missile (SSBN) submarines. They operate and maintain state-of-the-art sonar systems that identify sounds produced under the ocean's surface by ships, submarines, sonar transmissions and marine life.

Bauske, stationed aboard the fast-attack submarine USS *Hampton* (SSN 767), claims his rate is the best in the Navy. "Because of our job and our clearance, we know what we're doing and why we're doing it. If sonar doesn't know what's going on, you're hamstringing the entire operation." ⚓

Thompson is a photojournalist assigned to All Hands.

Sailor lost 75 pounds to join Navy

Story and photos by JO3 Jerome Pollos

In 1990, Anaclato "Tony" Ancheta needed money for college. The only route he could think of was joining the Navy just as his brother Eddie did. There was just one obstacle: He had to lose 75 pounds.

Six years later, Hospital Corpsman 2nd Class Ancheta now works in the microbiology lab at the National Naval Medical Center in Bethesda, Md. "It wasn't easy," he explained. "It took a lot of hard work and dedication. I had to totally rearrange the way I lived my life."

Ancheta, who was 20 years old at the time, did a complete about face with his daily routine. "I started out by changing my diet. Instead of eating one solid meal a day and junk food the rest of the time, I started eating three solid meals a day."

He explained how he would have a bowl of cereal for breakfast, a salad for lunch and a fat-free dinner. This task wasn't easy for Ancheta who had grown accustomed to his bad eating habits. Luckily, his family helped him stay on track.



Tony Ancheta (before he came into the Navy) takes a break during a family outing.

"I started out by changing my diet. Instead of eating one solid meal a day and junk food the rest of the time, I started eating three solid meals a day."

— HM2 Anaclato "Tony" Ancheta

"My two brothers helped me out a lot," said Ancheta. "They made sure I didn't pig out on fast food and junk, and also made sure I stayed on track with my workouts."

Ancheta's workout plan was nothing short of spectacular for his size at the time. At 5 feet 8 inches and 250 pounds, the recruiter at the Military Entrance Processing Station (MEPS) in Fresno, Calif., told Ancheta he weighed 75 pounds more than the Navy's standards allowed. Determined to become fit, Ancheta ran one mile a day every day for three weeks. When the three weeks were over he didn't stop. He added a mile to the workout. In fact, he kept adding one mile until he got up to five miles a day.

Once Ancheta met the Navy's weight standards, he enlisted but his motivation did not stop there. By the time he left boot camp, he weighed approximately 150 pounds. "I didn't enjoy being that light, so I gained some more weight and went back up to 170 pounds.[That is what I maintain] right now," he said. Ancheta still does his daily workout and is a command fitness instructor for the remedial PRT program.

"The work he is doing for the command is the same thing he did for himself," said HMC(FMF) Edlouie Ortega, head of the command fitness office. "He is doing a great job and we are glad he is helping people overcome the problems he did."

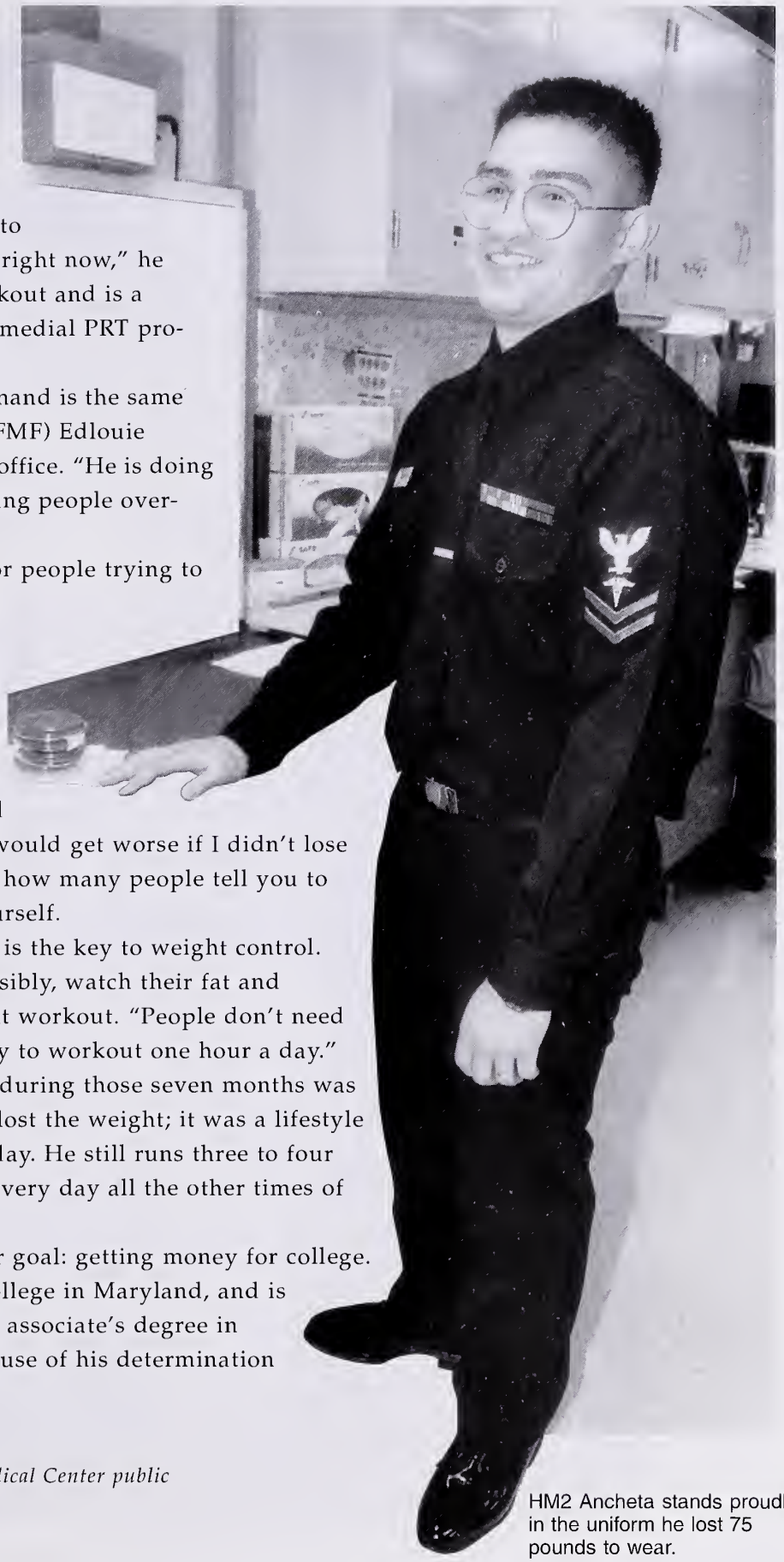
Ancheta offered words of advice for people trying to overcome those stubborn few pounds gained from the holidays or if they simply want to get back into standards. "Don't give up," he said. "Many people try for the first couple of days and quit," said Ancheta. "I used to get teased a lot in school, and as I got older I knew that my health would get worse if I didn't lose weight." Ancheta also said no matter how many people tell you to lose weight, you need to do it for yourself.

According to Ancheta, eating right is the key to weight control. He added that people need to eat sensibly, watch their fat and calorie intake and stick to a consistent workout. "People don't need to run five miles a day, but at least try to workout one hour a day."

The change Ancheta went through during those seven months was not just a temporary change until he lost the weight; it was a lifestyle change — one he is still following today. He still runs three to four times a week during the winter and every day all the other times of the year.

The corpsman also reached another goal: getting money for college. He currently attends Montgomery College in Maryland, and is only 15 credits away from earning an associate's degree in science. And all of his success is because of his determination to better his life. ⚓

Pollos is assigned to the National Naval Medical Center public affairs office.



HM2 Ancheta stands proudly in the uniform he lost 75 pounds to wear.

Summer weathe

It's 90 degrees outside, and you and a friend decide to go for a run during lunch. About halfway through the run, your partner begins to sweat heavily, has a headache, feels weak, dizzy and has a queasy stomach.

These are the symptoms of heat exhaustion that could lead to heat stroke if proper precautions aren't taken. But, what should you do?

Get the person to a cool area and give them plenty of liquids to replace lost body electrolytes. Call a doctor if the person's temperature increases or approaches 105 degrees Fahrenheit.

"Most people think when they're thirsty it's time to get a drink," said Chief Hospital Corpsman (FCE) Edlouie Ortega of the National Naval Medical Center, Bethesda, Md. "But, by then you're already dehydrated. You should drink at least eight ounces of water every 20 to 30 minutes when working or exercising in hot environments."

According to Bureau of Naval Personnel (BUPERS) health and physical readiness division, heat exhaustion occurs when heat stress is untreated. Exhaustion is usually caused by prolonged sweating with inadequate fluid replacement.

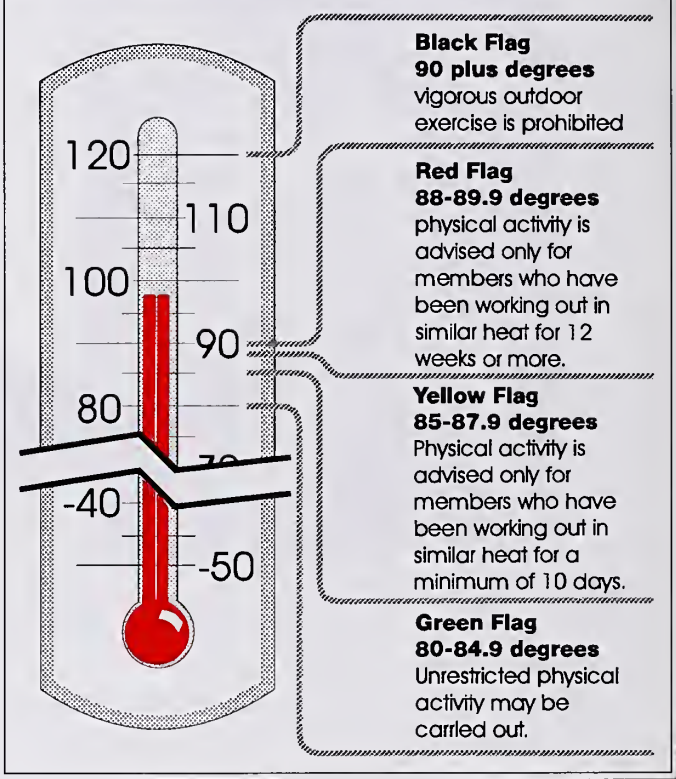
If heat exhaustion is not treated properly, it can lead to heat stroke.

Heat stroke usually occurs when the temperature rises above 90 degrees Fahrenheit and the humidity reaches 65 to 70 percent. The victim may not sweat; their skin is hot and dry; pulse is strong and rapid; and their temperature may be 106 to 112 degrees. The victim may also be confused, dizzy, cold, have nausea, or exhibit strange or agitated.

This is a medical emergency. Call 911, then begin cooling the victim with cool water, fans or cold packs. Try to have the person drink water or a sports drink, but do not force fluids on them.

"The victim should not be immersed in cold water because it could cause the victim to go into shock," said Ortega.

Weather conditions flags are flown to alert members to control their physical activity.



To prevent serious illness, most military installations have installed a Wet Bulb Globe Temperature (WBGT) index. The WBGT index is a combination of readings from three thermometers providing temperatures for dry, humid and radiant heat. These temperatures are combined to determine an accurate reading of heat stress intensity.

Next time you're outside, be aware of the heat conditions and monitor your body's reaction. It could save your life. ‡

Information compiled from the Command Fitness Coordinator Exercise Leader Handbook, BUPERS Health and Physical Readiness Division, Washington, D.C. 20370-5605.

can take a toll

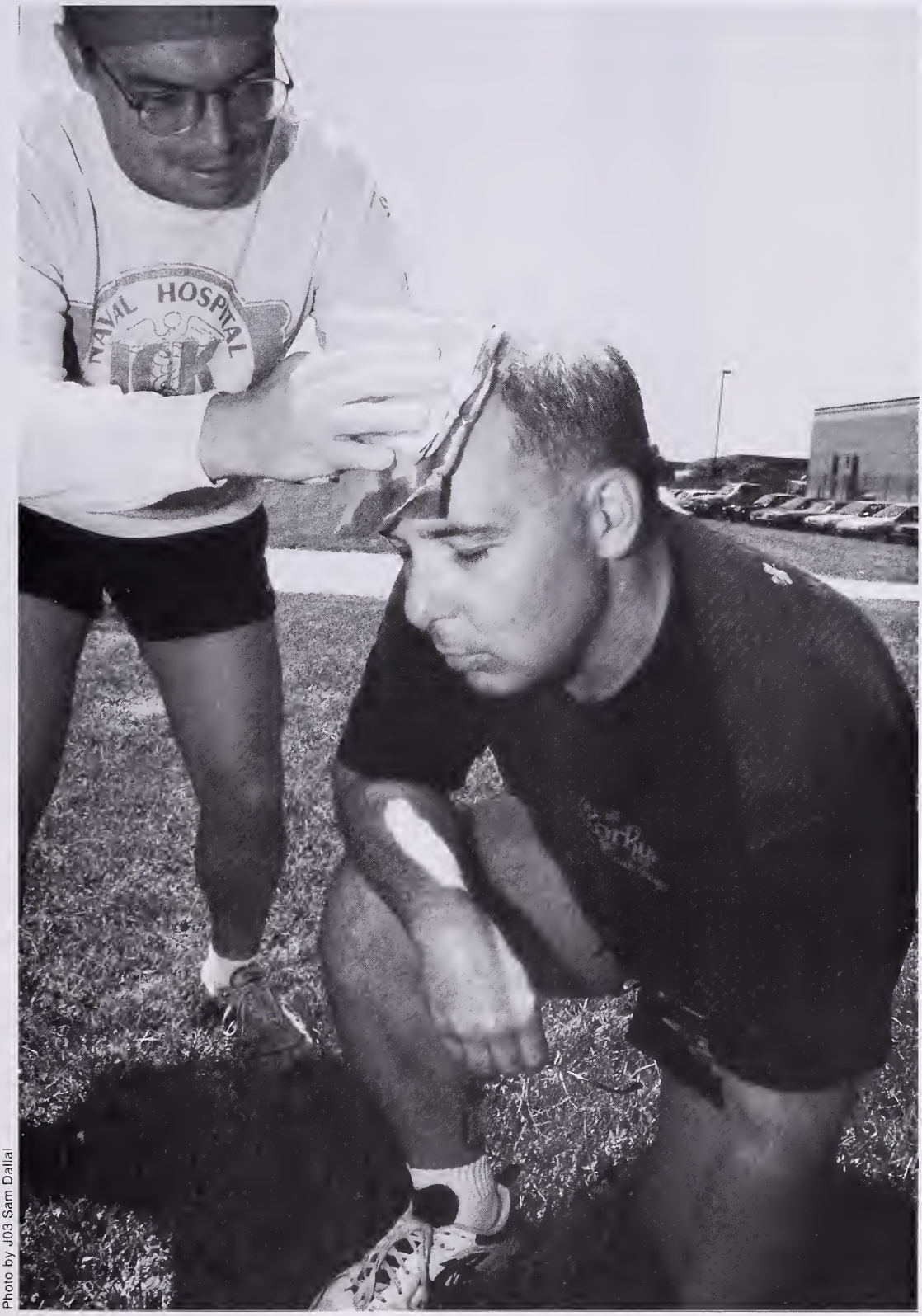


Photo by J03 Sam Dallal

▲ If proper precautions are not taken, heat exhaustion can lead to heat stroke.

Around the Fleet



Children from the Cholmondley Home gather around the VXE-6 Sailors and their boxes of skateboards that were donated through *Project Handclasp.*.

Sailors deliver toys to childern's home

CHRISTCHURCH, NEW ZEALAND — Navy Sailors recently spread goodwill and skateboards to some needy kids in New Zealand .They also donated three pallets of "Operational Handclasp" material to a children's home.

More than a dozen Sailors from Antarctic Development Squadron (VXE) 6 delivered three pallets of toys and supplies to the Cholmondley Home in Governor's Bay, including skateboards, rollerblades, helmets and hygienic materials.

"I like bringing happiness to kids," said Aviation Electronics Technician 1st Class Belinda Rhoten of Upland Calif. "It lets these kids know they are not forgotten."

VXE-6 , has supported the Christchurch home for many years, providing Santas and Toys at Christmas parties.

During a hot Austral summer day VXE-6 Sailors and their Royal New Zealand Army bus driver descended on the home, bearing skateboards. After disembarking, the Sailors formed a "daisy chain" of hands and bodies to pass the boxes of toys into storage.

"Some will be given out at birthdays and as Christmas presents, said Tima Mulipola, one of the Cholmondley workers. "Some will replace broken toys. The kids love it." ⚓

Story by JO2 David H. Lippman, public affairs officer for U.S. Naval Antarctic Support Unit, Christchurch, New Zealand. Photo by PHAN George V. Burton who is assigned to VXE-6.

It's a family affair for two *Blue Ridge* Sailors

Aboard USS Blue Ridge — A career in the Navy can offer adventure and new experiences, not to mention opening doors to new places and foreign lands. Whether you like it or not, separating from family and friends is inevitable.

Reuniting with a family member or friend who is also in the military, though sometimes difficult, is not impossible. Throughout the Navy, family members have been reunited onboard ships and at shore commands after months or years of separation.

This pattern repeated itself onboard the 7th Fleet flagship USS *Blue Ridge* (LCC 19) recently, when Master Chief Ship's Serviceman Frank Y. Estacio was able to spend his last enlistment in the Navy with his 22-year-old son, Yeoman Seaman Jay Estacio.

SHCM Estacio assigned to *Blue Ridge*, reunited with Jay after the younger Estacio received orders to the 7th Fleet Staff. Though assigned to different commands, the Estacios work only a short distance from one another.

When Jay decided to join the Navy, he knew he wanted to be near his father.



SN Jay Estacio and his father, SHCM Frank Estacio, greet their wives, Analiza (center right) and Joanifer (far right), and Jay's 10-month old son, Johnathan, upon return from a six-week deployment.

Now that Jay and his father are on the same ship they see each other almost every day. Even after almost 30 years in the Navy, it's still hard for Jay's father to get accustomed to leaving his family behind during a deployment. "Now, there's always someone to keep me from getting lonely," he said.

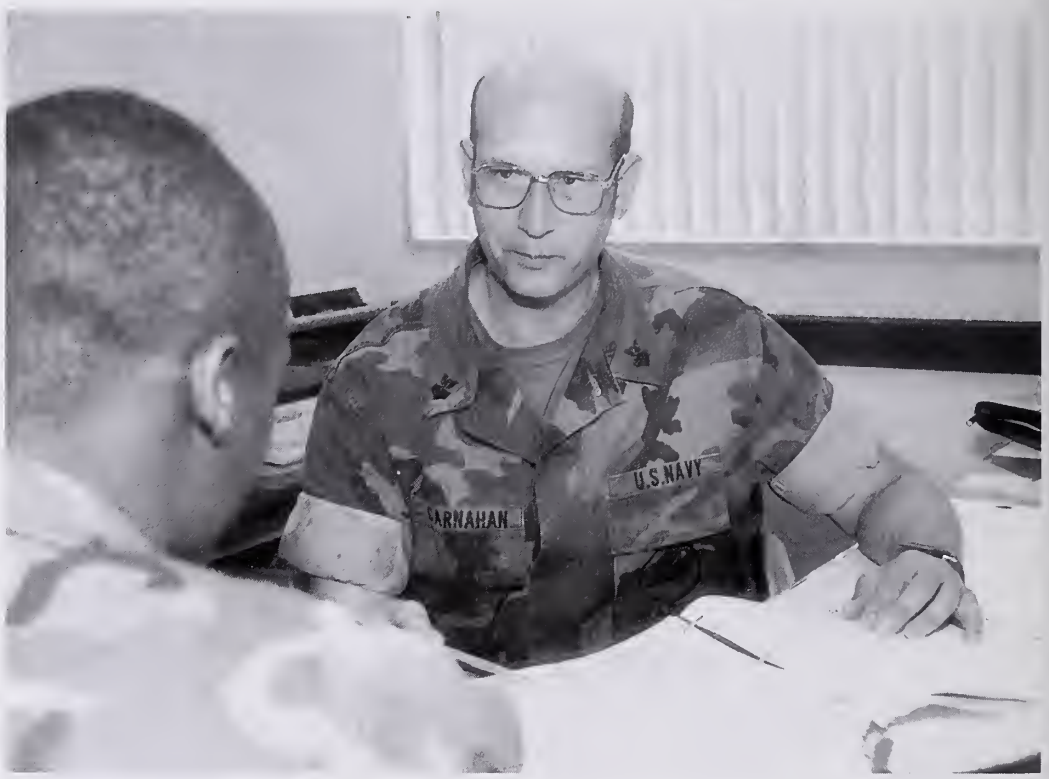
Although life isn't the same onboard *Blue Ridge* as it was when Jay was growing up in his mother and father's house, it doesn't change the fact that they're still family. "It hasn't changed our relationship - I still worry about him and want to help him," said his father. "When we're in uniform and people are around, we're in the military, but other than that we're family."

Jay said he is just glad to have someone like his father to teach him how to start his career in the Navy on the right foot. "He can give me the guidance I need to be successful." ‡

Story and photo by JO3 Brooks A. Knoll is assigned to USS Blue Ridge's public affairs office.

Around the Fleet

Experience is best teacher for DAPA counselor



UT1 Scott Carnahan, NMCB 5's drug and alcohol program advisor, discusses the regulations regarding alcohol consumption with a new command member.

Okinawa, Japan — Imagine finding yourself driving down the highway at 60 miles per hour, wondering where you are, how you got behind the wheel and where you're going. For some, it's a pretty sobering thought. But for Utilitiesman First Class Scott Carnahan, a recovering alcoholic, it wasn't sobering enough.

"I was a blackout drinker," recalled Carnahan, "but [those experiences weren't] enough to make me stop drinkng. By the time I was 26, I couldn't go more than four hours without a drink without suffering physical withdrawal. At that point, I didn't want to live anymore. I'd walk out in traffic and get mad if no one hit and killed me."

While he had tried to stop drinking before, the actual turning point came one day in May 1983, when Carnahan thought he would lose his children. That night he stopped drinking at 11 p.m. and stayed up until 5 a.m. the next morning, thinking about the direction his life had taken.

"The hardest thing about sobering up was dealing with the emotions which I had medicated for so long, " said Carnahan.

Three years later, he joined the Navy as a utilitiesman with the intention of serving as a Navy Drug and Alcohol (DAPA) counselor.

"I'd met one (DAPA) in Panama... I was impressed with the aftercare programs and the time that the Navy devoted to helping its people, " Carnahan said.

As a DAPA Carnahan helps administer the Navy Alcohol and Drug Abuse Program (NADAP). It identifies individuals who may need help through enhanced detection, as

"I don't want to see them [Sailors] go through the pain and misery I went through."

— UT1 Scott Carnahan

well as deterrence, at all levels. Carnahan is the DAPA for U.S. Naval Mobile Construction Battalion (NMCB) 5, Port Hueneme, Calif.

Carnahan explains that when you're deployed, it's not always possible to leave the job at work. And when the pressures get to be too much, some individuals may feel alienated or trapped, and may seek outlets, such as alcohol or drugs, which are counterproductive and harmful to themselves, their families and their co-workers. "I see some of these young kids with a lot going for them," said Carnahan. "But they're away from home and they're depressed, so they turn to the bottle like it's their only escape in life," Carnahan said. "I just don't want them to go through the pain and misery I went through."



For Carnahan, his experience with alcohol started earlier than most. He started drinking at the age of 11.

"I drank anything I could get my hands on. It made me feel equal to instead of lesser than those around me. As long as I had alcohol, I didn't have to be me.

"When I came stumbling home, my younger brothers would help me upstairs and tuck me in. By the time I was 18, I had started going to the 12-step program meetings."

Carnahan now just enjoys life, plain and simple. He said he takes things one day at a time, and he tries to keep his life uncomplicated.

"My alcoholism and my recovery are important parts of my life. It's an ongoing process. My goal is to not drink today. I'm very much aware that I'm only one drink away from getting drunk. ⚓

Story and photo by JO1 Lisa M. Novak who is assigned to NMCB 5's public affairs office, Okinawa, Japan.

Going for the gold!

NAS Pensacola — Aviation Boatswain Mate 2nd Class Stevens Mays was selected as an alternate for the 1996 Olympic wrestling team. Unfortunately, he didn't get to participate, but he's training for his next Olympic opportunity. His short term goals are to wine U.S. Open Nationals and make the World Team. "I'd like to get a medal in the 1998 World Championships," he said.

Mays credits the Navy with enabling him to set high wrestling goals. "The Navy has supported me in every way. The Navy is my way of life, but wrestling is what I am. ⚓

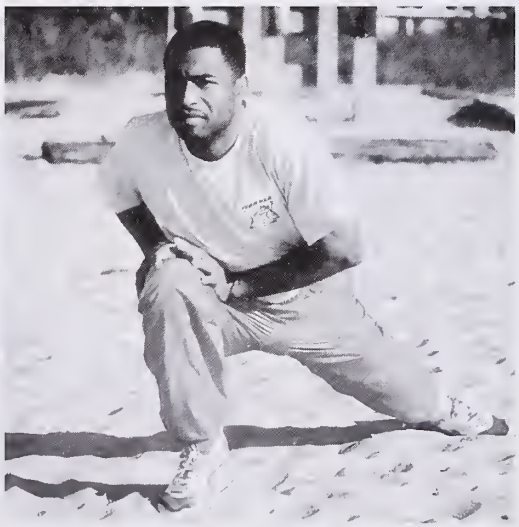


Photo by JO2 DAVID RUSH

ABE2 Steven Mays Hopes to make earn a medal in the 1998 World Wrestling Championships.

Shipmates



Gunner's Mate (Guns) 1st Class (SW) George L. Conley, Jr. was selected as USS *George Philip* (FFG 12) 1996 Sailor of the Year. A native of Hazlehurst, Miss., Conley was selected for his professional achievements, resourcefulness and dynamic performance while serving as the leading gunner's mate and command career counselor.



Jana L. Hubner was named 1996 Employee of the Year for Naval Facilities Engineering Command Atlantic Division, Norfolk. Under her leadership, the housing staff simplified reporting requirements for the annual budget submission and review process, and helped customer activities plan and communicate their needs more accurately and quickly.



Radioman 1st Class Jacqueline M. Dennis qualified as an Enlisted Surface Warfare Specialist while on the 7th Fleet staff aboard USS *Blue Ridge* (LCC 19), deployed to Yokosuka, Japan. Dennis, a Newark, N.J., native, manages the defense satellite usage by more than 80 7th Fleet units. She recently submitted a package for the medical enlisted commissioning program and wants to become a Navy nurse.



Dental Technician 2nd Class (SW) Daniel P. Terry was selected as USS *Frank Cable* (AS 40) Dental Department's Junior Sailor of the Quarter 3rd Quarter, 1996. The Tampa, Fla., native is an advanced prosthetic technician who was recognized for outstanding customer service and skill at fashioning prosthetic devices.



Aviation Machinist's Mate (AW) Shawn Thomas McMahon was named Helicopter Anti-Submarine Squadron Light 37's 1996 Sea Sailor of the Year. The Bellefonte, Pa., native was selected for his outstanding leadership ability, technical knowledge and personal dedication.

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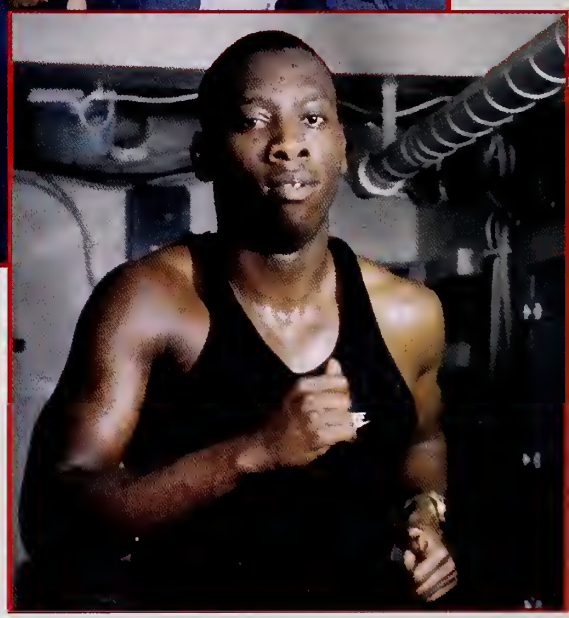


Photo by PH2 James E. Vidrine

An SH-60F *Seahawk* helicopter from Helicopter Anti-Submarine Squadron (HS) 5, Jacksonville, Fla., delivers mail to USS *Scranton* (SSN 756) homeported in Norfolk. Both HS-5 and *Scranton* are deployed to the Mediterranean with USS *George Washington*'s Battle Group.



Photos by JO2 J. L. Chirrick



Name: OS1(SW/AW) Randall Glover

Assigned to: USS *Boxer* (LHD 4), Operations Department

Hometown: Shreveport, La.

Job description: OI divisional leading petty officer; responsible for supervision of 40 Sailors in *Boxer's* CIC. Collects, processes, evaluates and disseminates pertinent command and control information to decision-making stations.

Achievements: *Boxer* Sailor of the Year for 1996. Qualified Enlisted Aviation Warfare Specialist and awarded third Navy Achievement Medal.

Hobbies: Running and reading.

Best part of the job: "Being able to mold and develop junior personnel into team-oriented players and contributors."

Keys to success: "Discipline of the mind. Stay out of situations that allow your fate to be decided by someone else. Stop talking about doing something. Just do it."

Prior tours: USS *Durham* (LKA 114) and company commander for the Broadened Opportunity Officer Selection and Training (BOOST) program.

ALL HANDS

MAGAZINE OF THE U.S. NAVY



June 1997

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CNO gives thumbs up to Super Hornet

Chief of Naval Operations Admiral Jay L. Johnson got a firsthand look at the capabilities of the Navy's new F/A-18E/F Super Hornet strike fighter from the controls of a two-seat "F" model during a flight at Naval Air Station Patuxent River, Md.

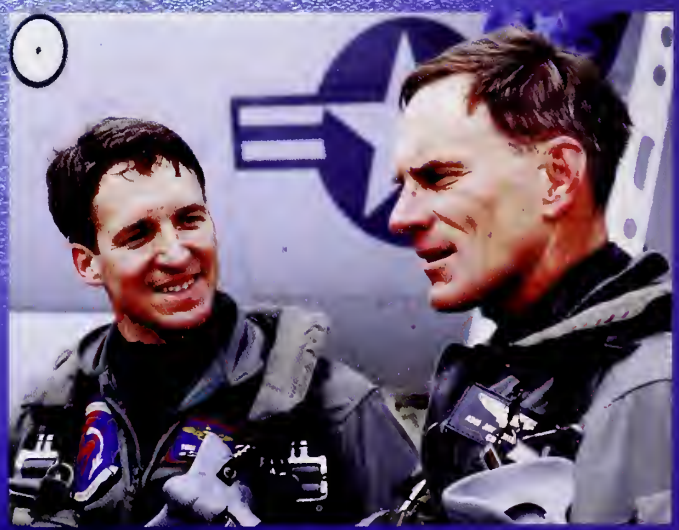
"It felt very good to be back in the cockpit," said Admiral Johnson. "I've flown them both [the F/A-18C/D and E/F]. As you walk up to the E/F, you feel like you're walking up to a Hornet aircraft. As soon as you light off the afterburner, take off and get airborne ... and look at the system response, you realize you're not in a Hornet any more."

The Navy's Super Hornet spans the tactical mission spectrum, from long-range, sea-based air dominance to "through-the-weather" deep strike interdiction. The Super Hornet will greatly exceed the capabilities of both aircraft it is designed to replace, as well as the aircraft it may meet on tomorrow's battlefields.









Photos by Randy Hepp
Graphic illustration by PH3 Sam Dallal

ALL HANDS
June
Number 962

Page 36

Courtesy U.S. Naval Historical Center

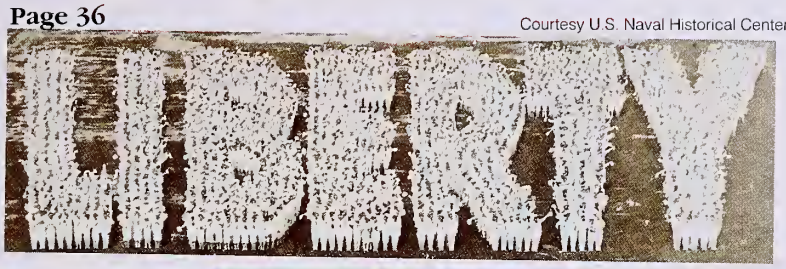




Photo by JO1 Ron Schafer

Page 2



Photo by JOCS Cary Casola

Page 20



Photo by JO2 Rodney Furry

Page 10

Features

2 Warfare hotshots: blazing the trail to success
Successful Sailors share their secrets.

6 ESWS and EAWS: two Es that make for an excellent career
USS *Independence* (CV 62) runs a model program for warfare qualification.

10 Don't give up the ship!
Paintball adds reality to Security Engagement Weapons and Tactics courses in San Diego.

16 Make summer a splash, but don't let carelessness get you all wet
Safety tips for summer water sports.

18 Star-spangled manners
Flag Day is June 14. Do you know how to properly display the flag?

20 Old Ironsides to set sail after 116 years
USS *Constitution* sets sail in Boston Harbor in July after more than 3 years in the yards being restored.

26 Duty on the nation's oldest ship
Sailors live in the past on board *Constitution*.

34 Road to citizenship long but worth the trip
Seabee fulfills his dream of becoming a U.S. citizen.

36 How many Sailors does it take to make an American flag?
In 1917, 10,000 Sailors formed a "living" flag on the Naval Training Station Great Lakes, Ill., drill field.

On the Cover

Sailors and civilians train together in USS *Constitution*'s new fore topsail rigging. *Constitution* is scheduled to sail this summer for the first time in 116 years. Photo by JOCS Cary J. Casola.

Columns

40 **Around the Fleet**
46 **Charthouse**
48 **Shipmates**

HOT SHOTS

Stories by JO1 Ron Schafer and JO2 Rodney Furry

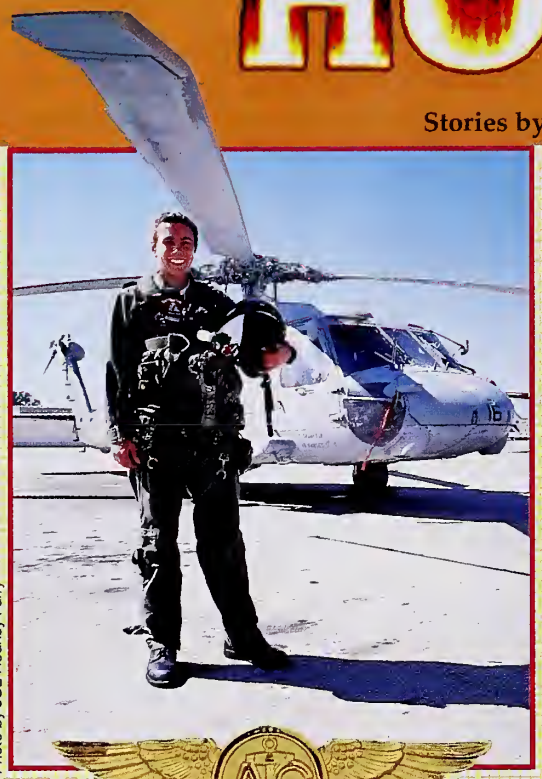


Photo by JO2 Rodney Furry

Hometown: Millerton, N.Y.
Duty station: Helicopter Squadron 8, Naval Air Station, North Island, Calif.

Aircrew

Aviation Systems Warfare Operator 3rd Class (NAC) Tonilynn Brizzie

Swimming and being around water have been Tonilynn Brizzie's greatest pleasures for most of her life. When the time came to decide which branch of service to join, she did some homework. She concluded that to be in the water instead of on it, she would have to become a naval aircrewman.

"I was so proud when I pinned on these wings," she said. "At that moment I knew I'd made the right decisions and my hard work was paying off."

The 22-year-old Sailor recently completed her training at Search and Rescue (SAR) School, making her the first Pacific Fleet woman aircrewman to become a SAR swimmer.

"Wearing the aircrewman's wings and becoming a SAR swimmer proves to me that I can physically and mentally finish something challenging," said Brizzie.

Enlisted Seabee Combat Warfare Specialist

Engineering Aide 1st Class (SCW) Kenneth M. Tyler

Getting in on the ground floor of anything can be a challenge. Just ask EA1(SCW) Kenneth M. Tyler. He earned his Seabee Combat Warfare pin as an EA2 in May 1994 while stationed in Port Hueneme, Calif.

At the time, the SCW program was still in its infancy. Tyler was the first E-5 in his battalion to earn the pin. Being among the earliest group of Seabees competing for the combat warfare pin made it more challenging.

"It was difficult because it was still a new program," explained Tyler. "There's a lot to it and it's detailed."

The hard work paid off. "It opened my eyes to parts of the Seabees that I never really paid attention to before," said Tyler. "Supply, for example. That's something as an EA that I don't do all the time. Same with safety because I'm not out on the projects all the time. So, it really showed me the wider spectrum of what Seabees do."

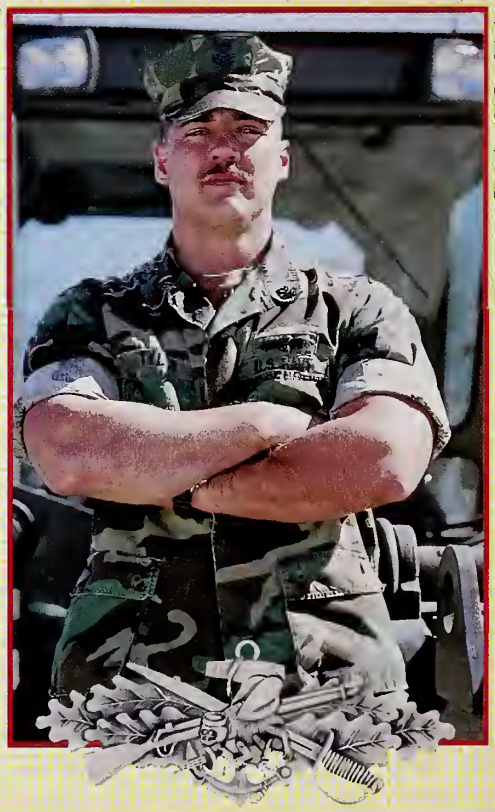


Photo by JO1 Ron Schafer

Hometown: Erie, Pa.
Duty station: Naval Construction Battalion Unit 415, NAS Oceana, Va.

BLAZING THE TRAIL TO SUCCESS

Enlisted Surface Warfare Specialist

Personnelman 2nd Class (SW) Jimmy Dale Mariano

It takes a strong personal commitment and hard work to achieve the honor of pinning a Navy warfare device on your uniform. Many Sailors may never get started without a little encouragement and good leadership from a senior shipmate.

PN2(SW) Jimmy Mariano's story of how he got his warfare pin is a familiar one. A chief aboard his first ship gave him the encouragement and support he needed to buckle down for nine months and earn the badge of honor.

"I looked up to him like an older brother," recalled Mariano. "He pushed me to work on my PQS (personnel qualification standards) to get the pin early in my career."

Mariano thinks support from work center supervisors is critical to a Sailor's success in going for a warfare pin.

"[Sailors] can achieve this pin if they set their mind to it," he said. "But it makes it so much easier when supervisors give you a few hours a week to work on it. I owe them a lot because now I really feel the pride that goes along with wearing this pin."



Photo by JO2 Rodney Furry

Hometown: San Diego
Duty Station: USS *Constellation* (CV 64), NAS North Island, Calif.

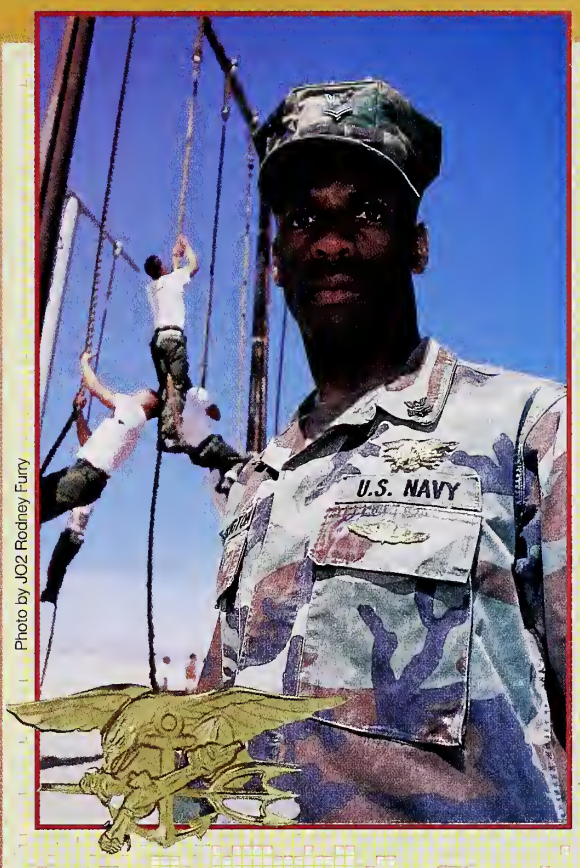


Photo by JO2 Rodney Furry

Hometown: Baltimore
Duty station: Naval Special Warfare Training Command Coronado, Calif.

Special Warfare

Hull Technician 1st Class (SEAL) Tomas S. Washington

Seeing the Navy SEALs' trident insignia on a fellow team member's chest says a lot to HT1 Tomas S. Washington.

"You haven't really earned the right to call yourself a SEAL until the CO pins this on you," he said as he pointed to the golden special warfare pin on his chest.

The 42-year-old has proudly worn the mark of a SEAL for 16 years. He still looks back at the day in 1979 when his skipper initiated him into the fraternity of frogmen.

"I felt like I had accomplished my lifelong dream," recalled Washington. "I wanted it so bad when I got to BUDS (Basic Underwater Demolition School); quitting was not an option."

The Special Warfare Trident is considered a badge of honor among the Navy's premier special warfare experts. The powerful appeal of such a hard-earned achievement has more and more Sailors going to the school for a shot at the distinguished warfare pin.

Scuba Diver

Hull Technician 2nd Class (DV) Gary Robinson

"I wanted to be a Navy diver from the day I enlisted," said HT2(DV) Gary Robinson. "There's nothing like diving the Navy way."

Robinson wears the "diving bell" insignia over his left breast pocket. He said, whenever he pins the warfare device on his uniform, he is reminded of the hard work it took to make it to dive school.

Robinson said physical training was the key. He spent almost a year working out at the gym and in the pool -- getting into the physical shape he would need to qualify for the intense six-week dive program in Hawaii. The training paid off when he was selected for a slot in the school.

The rest is history. Robinson is what and where he wants to be.

"I fought really hard to reach this point in my life," said Robinson. "To achieve my dream of becoming a Navy diver, I knew this is where I needed to be."

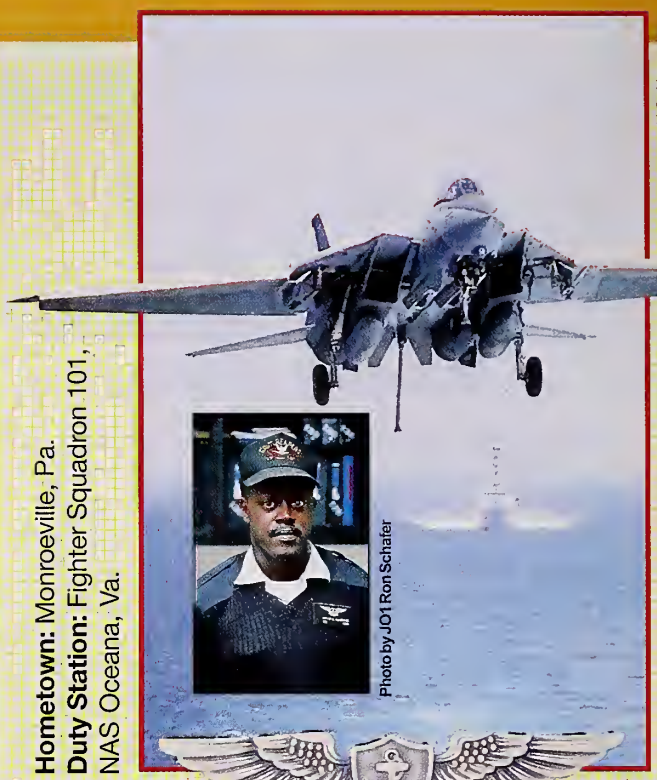
What's his advice for aspiring Navy divers?

"At some point during dive school, you will find yourself one day wanting to give up," said Robinson. "Don't do it. You'd just be letting yourself down."



Photo by JO2 Rodney Furry

Hometown: Portsmouth, Ohio
Duty station: Explosive Ordnance Disposal, Mobile Unit 7, Naval Station San Diego



U.S. Navy photo

Photo by JO1 Ron Schafer

Hometown: Monroeville, Pa.
Duty Station: Fighter Squadron 101, NAS Oceana, Va.

Enlisted Aviation Warfare Specialist

Aviation Maintenance Administrationman 3rd Class (AW) Bryan B. Bundridge

AZ3(AW) Bryan B. Bundridge has been a member of the naval aviation community since he joined the Navy as an aviation boatswain's mate. His first duty assignment was aboard the amphibious assault ship USS *Wasp* (LHD 1).

It was as an airman aboard *Wasp* that Bundridge learned about naval aviation – and where he got his pin.

"It was something I had to work hard to obtain," he recalled. "It wasn't just given to me."

Bundridge said he is quick to encourage his shipmates to go for their aviation warfare pin.

"Even if you're only in the Navy for a short time," he said, "you can take something with you that you can be proud of. As an E-3 on *Wasp*, I was recognized within my department and throughout the ship. That really made me feel good."



Photo by JO1 Ron Schafer

Hometown: Long Island, N.Y.
Duty station: Naval Security Group Activity, Rota, Spain (detached to Fleet Air Reconnaissance Squadron 6)

Aircrew

Cryptologic Technician (Interpretive) 1st Class (NAC) Lisa A. Taylor

To say CTI1(NAC) Lisa A. Taylor is motivated is putting it mildly. The 10-year veteran originally joined the Navy to fly aircraft, but strict eyesight requirements kept her from her lifelong dream.

She eventually realized her dream at her first duty station where she started hearing rumors of aircrew billets opening for women.

"I began trying to get aircrew orders," she recalled. "Things were opening up in 1988, but my daughter was born that year so I couldn't take the orders. On the very next set of orders I went aircrew."

Taylor, a self-proclaimed lifer, decided to become a naval aircrewman not only out of a passion for flying but to be more competitive for advancement.

Her first experience aboard an aircraft carrier came during exercise Joint Task Force 97-2 aboard USS *John F. Kennedy* (CV 67), homeported in Mayport, Fla. She flew back seat in an ES-3A *Shadow* with Fleet Air Reconnaissance Squadron (VQ) 6.

"It was the only chance I've had in my 10 years in the Navy to really serve in a tactical role," said Taylor. "There are only two women aircrew on this whole carrier and I'm one of them. I'm really proud of that. I wish everybody could experience this."

Submarine (enlisted)

Machinist's Mate Fireman (SS) Brian K. Warden

As a junior crew member aboard the *Los Angeles*-class attack submarine USS *Hampton* (SSN 767), MMFN(SS) Brian K. Warden is aware of the proud submariner tradition he has to live up to. He also knows being qualified is a big part of that tradition.

"The whole dolphin thing is about a sense of pride about yourself and respect among your peers," said Warden. "We're like a big family here, and I feel like I'm part of that family."

Warden said earning his dolphins makes him better on the job.

"I feel a lot more confident about things I do now," he said. "I feel I have more knowledge, and I'm capable of doing things I couldn't do before."

Warden said the key to getting qualified is persistence. "Don't slack off," he urged. "Keep at it, because if you keep at it, you can do it."



Photo by JO1 Ron Schafer

Hometown: Marietta, Ohio
Duty station: USS *Hampton* (SSN 767)



ESWS and EAWS: two Es that make for an excellent career

Story by JOSN Joseph Rehana, photos by PHAN Brian Hoosak

"They have to be interested. They have to want to know more. They have to be motivated to go out and get the information. They have to have above average initiative and motivation — I would say those are [the] key factors to getting their qualifications,"

Aviation Electronics Technician Chief (AW) Patrick A. Nisley, Command Enlisted Aviation Warfare Coordinator, USS *Independence* (CV 62).

The Enlisted Aviation Warfare Specialist (AW) and Enlisted Surface Warfare Specialist (SW) programs offer Sailors the opportunity to earn pins that mean they have fulfilled their qualifications.

Qualifications include knowing every system (from weapons to engineering, damage control to deck seamanship) and every rate (from boatswain's mate to machinist's mate, damage controlman to dental technician) on board your particular ship for ESWS, and knowing every system and rate that works with aircraft where you're stationed for EAWS.

ESWS and EAWS classes on board USS *Independence* (CV 62) are growing and turning out more qualified Sailors than ever before.

The EAWS program on *Independence* allows only E-5s and above to sign off requirements. This ensures that all candidates meet the minimum level of experience needed, according to Chief Aviation Electronics Technician (AW) Patrick A. Nisley, the command EAWS coordinator.

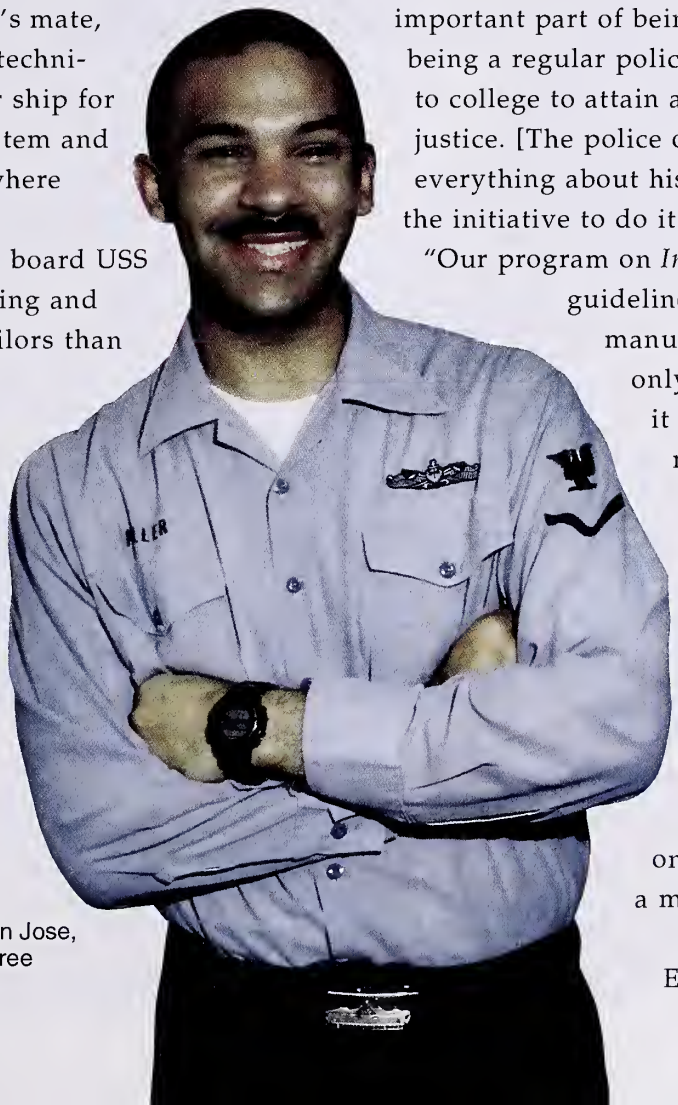
"We didn't go out of our way to make things harder. We went out of our way to make sure everyone received the same level of training," Nisley said. "By keeping the standards high, our [Sailors] get the most professional training possible."

Nisley believes earning a warfare pin is an important part of being a Sailor. "It's like being a regular police officer who goes back to college to attain a degree in criminal justice. [The police officer] wants to know everything about his work and puts [forth] the initiative to do it.

"Our program on *Independence* follows guidelines set by the training manual," said Nisley. "The only changes we can make to it to fit our needs is to make it more strict.

"The number doubles every year," said Nisley, a native of Monroe, Mich. "We have a 97-percent completion rate here. Right now we have 340 candidates on the rosters; of that, I'll only lose about one or two a month."

"Getting qualified for EAWS or ESWS adds two



➤ DS2 Chris A. Ekstrom from McHenry, Ill., (left) and ET3 Jarrod N. Mireles, of Beaumont, Texas, (center) review for an upcoming board exam with HT1 Vincent R. Hamilton of Stone Mountain, Ga.

➤ SH3(SW) Brandon J. Miller of San Jose, Calif., received his ESWS pin after three months of work.

"The standards we set today for tomorrow's Sailor are what will make or break the program."

— CDR James A. Maus, supply officer USS *Independence* (CV 62)

points to the final multiple scores of Sailors, but there is more to it than that," said Chief Electronics Technician Chief (SW/AW) Michael D. Wade, radar division chief and command ESWS coordinator. "It's a separation of your top quality people [from the rest].

"To become a chief petty officer nowadays, it's pretty much mandatory to have a pin," said Wade, a native of Eaton Rapids, Mich. "It's a part of being a Sailor."

The EAWS and ESWS programs use the Personnel Qualification Standards (PQS) manual as a workbook to track the progress of obtaining various degrees of qualifications. According to Naval Education and Training Manual 43390-C, the PQS book is, "... a compilation of the knowledge and skills required to qualify for a specific watch station/work station, maintain specific equipment or perform as a team member within your unit."

According to Nisley, people looking to begin the program may initially be turned off when they see the PQS manual. They can't believe the amount of information they need to learn.

"I tell them to break it down," he said. He has them pick a date when they want to get it done and divide the number of questions they need to do by the days they have within that time. "What they are doing is taking that big book and breaking it down into manageable parts," Nisley explained.

The first mess management specialist (MS) to receive a pin in the last three years aboard *Independence*, MS2(SW) Alfonso F. Andrada, finished his qualifications after working for the pin for two years.

"It was a lot of hard work, a lot of studying in the library, and even putting cue cards on the counter while working to keep studying," said Andrada, the assistant watch captain. "I did it so I'd have more to offer when I went up for orders and to better my chances of getting what I want," explained the Jersey City, N.J., native.

"The hardest part was the oral board," said Disbursing Clerk 1st Class (SW) Renato R. Mayo, a native of Olongapo City, Republic of the Philippines. He received his pin after 11 months of classes and learning operations of everything from machine guns to engineering.

"I enjoyed the challenges of learning rates outside my own," said Mayo. "I feel now I will be viewed as a 'real' Sailor, someone who knows the ins and outs."

"For a lot of Sailors, this program is a real confidence builder," said CDR James A. Maus, supply officer aboard *Independence*. "It's good for the Navy, it's good for the ships, and it's good for the Sailors.

"The standards we set today for tomorrow's Sailor are what will make or break the program," said Maus, a San Jose, Calif. native. ⚓

Rehana is a journalist and Hoosak is a photographer's mate, USS Independence (CV 62).



SK1 Bradley C. Rietz, a native of San Diego, has his ESWS pinned on by his department head, CDR James A. Maus. "It took nine months to accomplish it," said Rietz.

Don't give up the ship!





With his finger close to the trigger of his CO2 charged paintball pistol, Gunner's Mate (Guns) 3rd Class Mark Davis waits in the dark. He can't see the hatch in front of him, but he knows it's there because his free hand is on the dog.

He can't see his buddies around him in the pitch-black passageway, but the hand lightly gripping his shoulder reminds him that his team is also there.

Only a few muffled sounds reveal that someone's behind the hatch. With a hard shove, the six teammates somehow slip through the narrow opening all at once, and their decision whether or not to fire on its inhabitants is made in the split second it takes them to light up the compartment.

In the short burst of gunfire and apparent chaos that follows, an armed terrorist is subdued and a scared hostage saved. The room goes dark again as someone declares, "We own it!" The team moves on quickly and silently to secure another compartment.

Surviving an aggressive room entry and making split-second decisions are just a few of the intense skills Sailors are learning during the Shipboard Security Engagement Weapons and Tactics (SSEW/SSET) courses at San Diego's Fleet Training Center.

Using a realistically aggressive approach to learning that involves paintball guns, a lot of ammunition, and a healthy dose of adrenaline, Security Forces Training Director Ken Good and his staff of eager gunner's mates and Navy SEALs are showing Sailors how to forget what Hollywood has taught them about being a hero, and protecting their ships from terrorist threats without getting anyone hurt.

"It's been shown that when you have adrenaline attached to an experience, you have a much deeper memory of it," said Good. "Put simply, when you have the fear of getting shot in a hail storm of stinging paint pellets, you're less likely to do something stupid."

"I'm looking forward to going back to my ship and sharing with my teammates what I've learned about things like tactical movement, how to handle weapons, contain prisoners, etc.," said Davis, a security force member aboard USS *Duluth* (LPD 6),



➤ Students learn very quickly that the paintball gun is not a toy but rather a key survival tool in the scenarios they're put through.

▼ Dave Maynard, a civilian instructor breaks down the finer points of handling a .45 caliber pistol in a high-stress environment.





▼ Bad guys usually don't like to be handcuffed, making it a tricky maneuver that requires a few special skills.



during a topside debrief. "More importantly, though, this class has taught me how important the team is. It's all about working together and not thinking about security movements from an individual's point of view," he said, as he wiped away sweat and paint from his safety mask – a painful reminder of the enemy's ruthlessness.

Dave Maynard is an active reservist with SEAL Team 5 at NAB Coronado, Calif., and the course coordinator for the SSEW and SSET courses. For more than 10 years, he's been using his experience and paintball guns to give fleet Sailors a stinging reminder of how painful life can be if you're careless in a shipboard gunfight.

"[People] who come to these courses bring with them a lot of negative programming. What we do is reprogram the computer by peeling away all of that Hollywood stuff so they realize that it doesn't work," Maynard said.

The best way Maynard has found to reprogram the students' "computers" is through a two-week regimen that starts with a week of handling and shooting the real thing. The Weapons Course (SSEW) portion offers Sailors a chance to use handguns and shotguns in a tactical environment apart from the traditional range shooting most are familiar with.

"I feel a lot more confident in my ability to shoot in a tactical situation that involves obstructions and other people. When you're just qualifying, all you're doing is shooting at a standing target," said FC2(SW) Lewis Cole, a security team member aboard USS *Lake Champlain* (CG 57).

There's not much standing around going on during the weapons course. Most of the drills start with a 100-yard dash that gets your heart rate and adrenaline up close to where it would be in a real firefight. Students learn fast that target selection

and proper handling have to be second nature when they're disoriented and huffing for a breath.

"I've learned a lot about how to carry a weapon in a high stress situation," said Davis, "so I'm always close and at the ready, but not putting my teammates in my line of fire."

Although the two classes are taught separately, the SSET course is recommended for the second week of training. Live targets and paintball guns are used for this portion of the course.

"There's nowhere else in the Navy where you'll get to make a shoot/no shoot-decision in a dynamic three-dimensional environment," said Goode in his affirmative, tactical style. "This course puts you under duress and forces you to make those critical decisions."

The Tactics Course (SSET) portion takes the Sailors through an endless barrage of realistic scenarios aboard the retired dive ship, USS *Elk River*, which must be the unluckiest ship in the fleet, judging by the constant brutal attacks it suffers at the hands of the "terrorists." A week of multi-colored paintball barrages make the ship's bulkheads look like they should be hanging in a museum of modern art. While it may seem like fun and games to most, the course instructors frown on the idea that the paintball guns are toys.

"Some of the scenarios we do, and some of the attacks that happen [on the ship] are absolutely vicious, so these guys will realize how deadly this is. This



➤ It's not safety in numbers as much as it is advantage through superior firepower.

▼ Learning to use a baton is essential to all watch standers because sometimes that's the only defensive weapon you have.







▲ Each student shoots almost 300 rounds of ammunition during the one-week SSEW course.

◄ A large supply of paintballs is available to Sailors.

isn't a game," said Maynard.

Most of the scenarios place the instructors in the role of "terrorists" who wreak havoc on the small ship, taking hostages and creating a general air of mayhem. During the course of the week, the students are tricked, lied to, peppered with paint balls and generally humiliated while learning just how bad a bad guy can be.

"We want our students to learn to think like bad guys when they're in situations like these," said SSET instructor GMC(SW) Michael Graham, "You have to say to yourself, 'I know this guy is going to make life as miserable as possible for me. Now, if I were him, how would I do that?'"

According to Goode and his staff, most Sailors have a functional level of experience with the small arms used in ship's security, but haven't been thoroughly tested in close-quarters situations. But that doesn't mean they don't have the guts to step into a dangerous situation if it means protecting their ship and shipmates.

"I've always been impressed with the fleet Sailor," Maynard said. "I don't know where the Navy gets them. I guess it's the basic American nature. Americans have always been notoriously courageous combat fighters, so I think (this course) just sparks their confidence." His theory about the fleet Sailor's potential has apparently been tested by the best. One of the popular stories told around the school is about the class that defended USS *Elk River* against a Navy SEAL platoon and sent them packing with a hard-learned lesson in deck pugnacity.

Maynard laughs with pride when describing what his students can do after a week of grueling scenarios, "When I'm playing the bad guy, my favorite death is from a rain of paintballs from two or three students at once, because if they can kick my butt, I know they can do it to someone threatening their ship." ⚓

Story and photos by JO2 Rodney Furry, a San Diego-based photojournalist assigned to All Hands.

Make summer a big splash

Story by JO3 Raina Williams

Every summer, thousands of Sailors take to the water for recreation, relaxation and sport. Since water is enjoyable, it is sometimes easy for us to take its hazards for granted. There are many injuries ranging from cuts and scrapes to broken bones and permanent disabilities that can happen because of irresponsible use of alcohol and waterplay. Drowning, as well, is a leading cause of death, especially among young people.

Most of us know how to swim because of our sea service job. Many of us do not, however, know our limits and how to swim safely. The best swimming spots have lifeguards and posted swim areas. If there isn't a guard and you decide to take a chance, look for clear water, low waves and banks so it's easy to get out.

If you're lucky enough to have access to a pool, make sure there are posted rules and a fence at least 5 feet high securing it. It's also a good idea to have a clear view of the pool from your house.

Just like traveling on an unfamiliar street, you should never swim alone or in the dark. What if you get tired while swimming a long distance? It's smart to have someone there to help. Always remember there is safety in pairs.

Boating and fishing should receive the same care as swimming.

Before stepping foot on a recreational boat, you should tell a friend or family member staying ashore what your boating path will be, just in case they need to reach you in an emergency.

According to Coast Guard officials, most boating accidents and fatalities are preventable. The key to water safety is knowing boat-handling procedures. Officials advise boat operators to make sure everyone in the boat wears a Coast Guard-approved personal flotation device (PFD). The Safety Commission recommends the following water safety tips:

- If you have a "daysailer," practice capsizing in a shallow inlet to learn how to handle unintentional dunking. Most importantly, wear a PFD that lets you bend quickly to avoid a swinging boom.
- Many Sailors say kayaking can be very relaxing, but when rough currents come, you must be able to "brace" your kayak against the water with your paddle. According to safety experts, wearing a helmet and wet suit can protect the body from cold weather.
- When sailing, you should always wear shoes with good traction and wear a wet suit. Wind on wet skin can cause hypothermia even on warm days.





- Make sure you know how long it takes to stop your boat. Never pass between a skier and towboat. Just like kayaking and sailboarding, a wet suit should always be worn to insulate the body.
- Follow the traffic pattern set by other skiers, which is usually counterclockwise. Have at least two people in the boat: One to steer and one to watch the skier. Always know and use hand signals.
- The Red Cross says you should attach a whistle to your PFD to alert fellow canoers of any problem. Run whitewater in groups of at least three canoes.
- Even the most experienced divers use the buddy system and dive with another experienced diver. If you decide to handle any of the animals or rocks while diving, wear gloves. Flag the center of your diving area.
- Accidents can still happen even if you're safety conscious. Prevention is always the key, but water lovers should be prepared just in case problems surface.
- If you're about to fall in the water, the American Red Cross suggests you cover your face and hold your breath. This will help prevent the "gasp reflex." Stay calm and tread water if you don't have a PFD, and don't try to swim to shore. Keep your clothes on. They will help you float and keep warm.
- If you've fallen from your boat, stay with it, even if it's capsized. Use the HELP (Heat Escape Lessening Position) if wearing a PFD. Cross you arms and place hands on shoulders or neck with ankles crossed. Bring your knees up to your chest.

To find the best information about water safety, start with your safety office. They may even have short films to show actual procedures. If you need to become a better swimmer or would like family members to learn, the American Red Cross offers classes throughout summer. The Coast Guard also gives excellent advice, especially on boating safety. Make a few phone calls, take a water safety class and learn more about water and boating safety before you hit the waves. Happy Sailing! ⚓

Williams is a journalist for All Hands *magaziue.*

Boating safety equipment

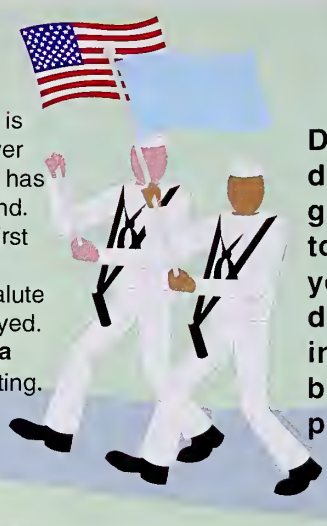
— a fire extinguisher;
— a first-aid kit;
— a whistle or horn;
— paddles or oars;
— flares;
— anchor and line;
— a waterproof flashlight;
— extra clothing, blankets;
— emergency food and water;
— a bucket, scoop or other bailing device.



Star-spangled manners



As we get closer to Flag Day (June 14) and Independence Day (July 4), it's a good time to remember how to display the flag. And if you have forgotten what to do when the flag passes by in a parade or is raised at a baseball game, here's a few pointers.



Salute the flag when it is six paces from the viewer and hold it until the flag has passed six paces beyond. **Salute the flag** at the first note of the National Anthem and hold the salute until the last note is played. **Never use the flag as a decoration** — use bunting.



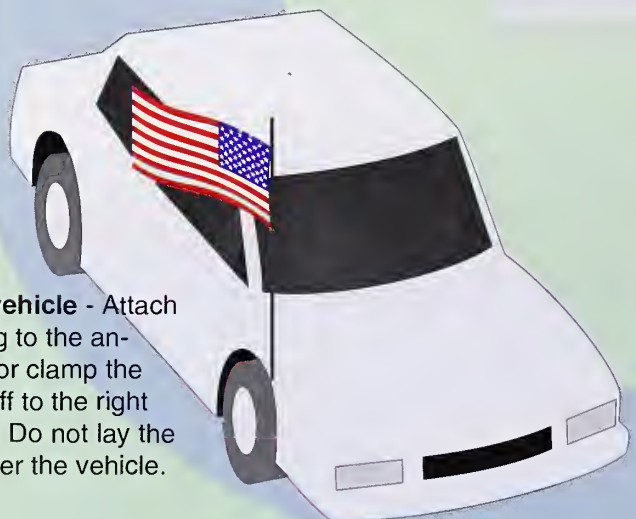
When marching - Carry the flag on the right in any procession or parade. If there are many other flags, carry the flag in the front center position.



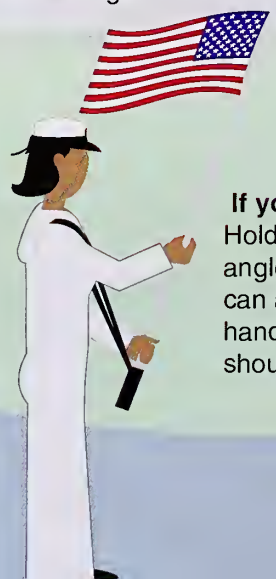
Multiple staffs - If you display the flag on a staff with other flags around it, place the flag at the center and highest point. **Crossed staffs** - Keep the flagstaff higher and on its own right.



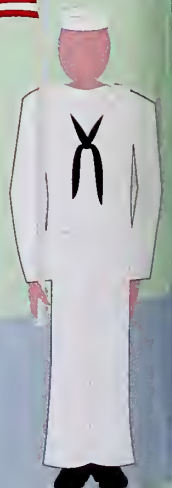
On a Casket - Drape the flag with its canton at the head and over the left shoulder of the body. Do not lower the flag into the grave.



On a vehicle - Attach the flag to the antenna or clamp the flagstaff to the right fender. Do not lay the flag over the vehicle.







If you are carrying a flag - Hold the flag at a slight angle from your body. You can also carry it with one hand and rest it on your right shoulder.

On a building - Hang the flag on a staff or on a rope over the sidewalk with the stars away from the building.

Half-mast - This is a sign of mourning. Raise the flag to the top of the pole then lower it to the half way point. Before lowering the flag, raise it to the top again at the end of the day.

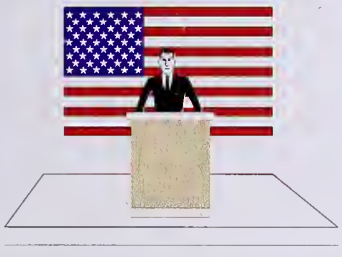
In a window - Hang the flag vertically with the stars to the left of anyone looking at it from the street.

Over the street - Hang the flag with the stars to the east on a north-south street or north on an east-west street.

Above other flags - Hang the flag above any other flag on the same pole.

Upside down - An upside-down flag is considered a distress signal.

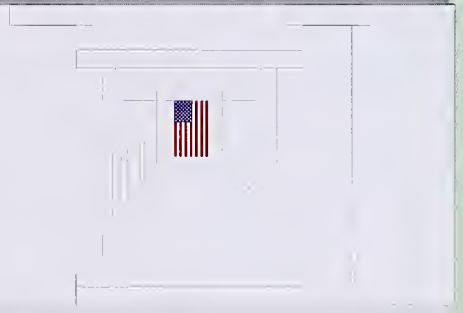
Other flags, separate poles - Hang all flags on equal poles. Hang the U.S. flag on its own right, hoist it first and lower it last.



Behind a speaker - Hang the flag flat on the wall. Do not decorate the podium or table with the flag. Use bunting for decoration.



Next to a speaker - Place the flag in a stand on the speaker's right. Use the same placement for a religious service



In a hall or lobby - Hang the flag vertically across from the main entrance with the stars to the left of anyone coming through the door.



When in civilian attire - MEN remove hats and hold at left shoulder with hand over heart; without hat, place right hand, palm open, over heart. **WOMEN** should place right hand, palm open, over heart.

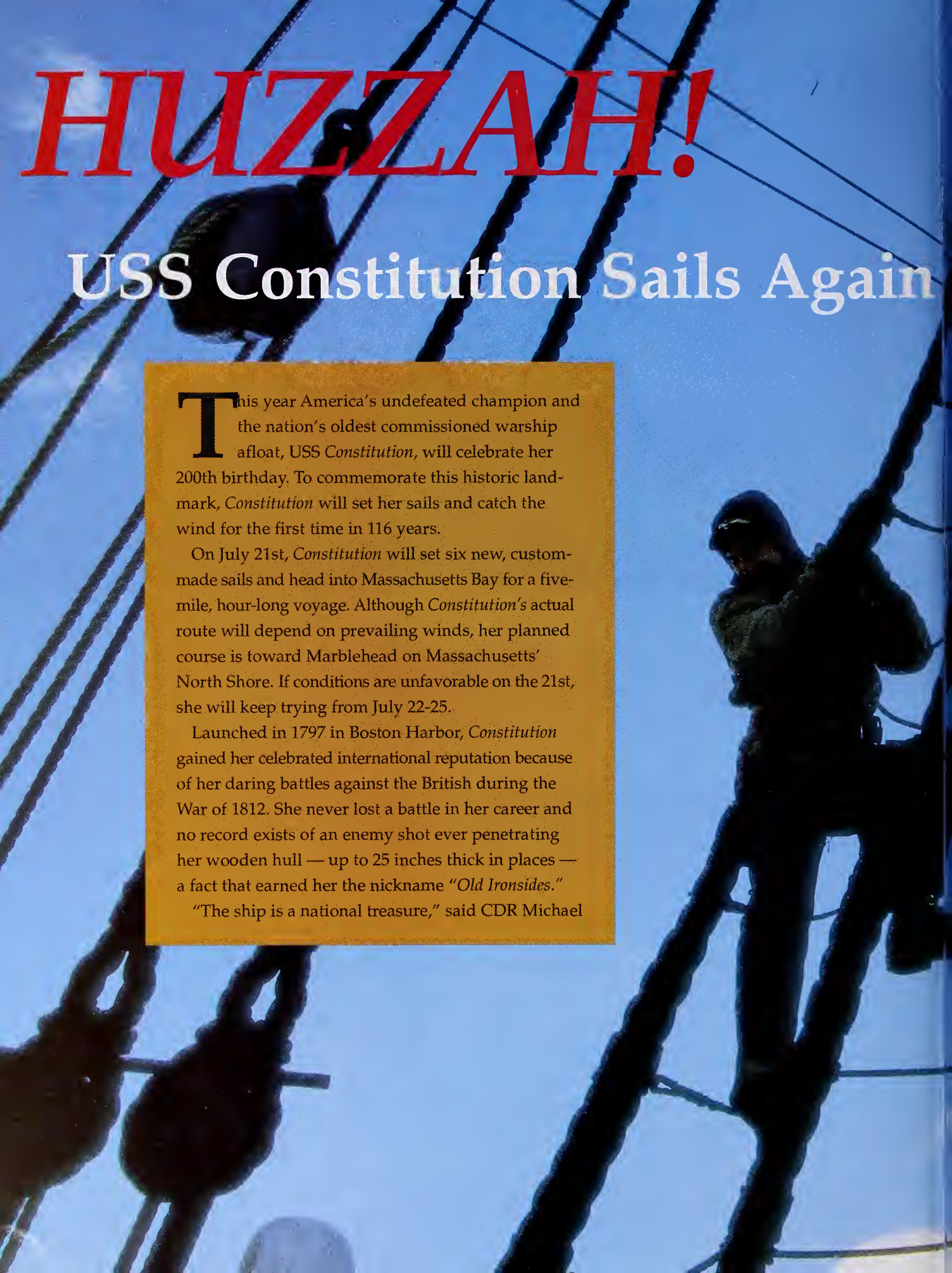
When in athletic clothing, face the flag or music, remove hat or cap and stand at attention; a hand salute is not given.



Source: Our Flag, *U.S. Congress.*

HUZZAH!

USS Constitution Sails Again



This year America's undefeated champion and the nation's oldest commissioned warship afloat, USS *Constitution*, will celebrate her 200th birthday. To commemorate this historic landmark, *Constitution* will set her sails and catch the wind for the first time in 116 years.

On July 21st, *Constitution* will set six new, custom-made sails and head into Massachusetts Bay for a five-mile, hour-long voyage. Although *Constitution's* actual route will depend on prevailing winds, her planned course is toward Marblehead on Massachusetts' North Shore. If conditions are unfavorable on the 21st, she will keep trying from July 22-25.

Launched in 1797 in Boston Harbor, *Constitution* gained her celebrated international reputation because of her daring battles against the British during the War of 1812. She never lost a battle in her career and no record exists of an enemy shot ever penetrating her wooden hull — up to 25 inches thick in places — a fact that earned her the nickname *"Old Ironsides."*

"The ship is a national treasure," said CDR Michael


Photo by JOCS Cary J. Casola

▼ BMC Joseph Wilson, *Constitution's* command chief, dressed in an 1812 uniform, keeps an eye out for navigational hazards during a training cruise.



US Navy photo

Beck, *Constitution's* 64th and current commanding officer. "By many measures, *Constitution* is as strong as she was 200 years ago, as are the American values and ideals the ship represents. Sailing her is our way of thanking Americans for maintaining the ship and for holding dear the values and ideals she represents as we enter the next millennium."

Constitution's 44-month restoration and rehabilitation was completed in 1996. The ship was restored to the most historically accurate state during this century, just in time for her 1997 Bicentennial. Using state-the-of-art testing methods, the Navy determined the ship could sail safely. It is fitting that the most sophisticated techniques available today were applied to *Constitution*. In her day, *Constitution* was the most technologically-advanced ship of her class.

On board for the July 21st sail will be the 60 officers and crew of USS *Constitution*, 35 civilian



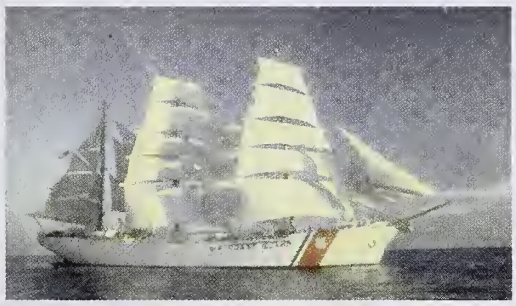
➤SN Gary Stetkar (front) and SN Jason Smith (middle) brace the foremast top yard during sail training.

▼*Constitution* Sailors and NHC Det. Boston ship riggers furl the mizzen topsail.



Photo by JOCS Cary J. Casola

members of Naval Historical Center (NHC) Det. Boston and 30 to 40 U.S. Naval Reservists who will join the crew full-time for training in the beginning of July. All will undergo rigorous training to prepare for this sail of the century. *Constitution's* crew and NHC Detachment Boston personnel have received hands-on instruction on board both USCG *Eagle*, the Coast Guard's famous training barque; and HMS *Bounty*, a wooden, square-rigged tall ship, homeported in Fall River, Mass., as well as at the Courageous Sailing Center in the Charlestown Navy Yard. Intensive, five-day-a-week, pierside training on *Constitution* began in March and will continue right up until the targeted sail date.



US Coast Guard photo

July 21st is a day *Constitution* Sailors are anxiously awaiting. "The day we make history is going to be a great feeling. To actually be one of the members of the crew to go out and man the line, rig the sails and actually take her out and sail her is going to be a big event for me and for the whole world," said Construction Electrician 2nd Class Travis R. Rogers, *Constitution's* repair department electrical supervisor.

USS *Constitution* originally sailed with 36 sails. For this historic sail, she will hoist the six sails she normally used leading into battle.

Funding for the making of the sails, and other necessary items to set sail, comes from public contributions. The "Old Ironsides" Pennies Campaign is modeled after the original "Penny Campaign," a two-year effort begun in 1925 to raise funds for *Constitution's* 1927-1931 restoration.

Thanks to the success of the current campaign, *Constitution* will be outfitted with a complement of six new sails. NHC Det.Boston, the civilian arm of the Navy that oversees *Old Ironsides'* preservation, is manufacturing two of

▼ *Constitution* Sailors spent time at sea on USCG *Eagle* learning the theory of square-rigged sailing, then putting it into action.



the hand-cut, hand-roped sails. Sail makers Nathaniel S. Wilson, of East Boothbay, Maine, and James Brink of Brooklyn, N.Y., will deliver the other four.

Working with the sail makers is Dick Wallace, NHC Det. Boston production manager and master rigger. He explained the biggest challenge is interpreting the plans they are using to determine the dimensions of the sails. "Just imagine — you want to make an engine for an existing Model 'T' Ford body. You have a decision: to construct the engine from a newly-developed set of plans or from the original plans. The decision made for the sails of 'Old Ironsides' was to use the original plans."

These sails are made historically accurate with a twist. Instead of making the sails of flax, like the original sails of that era, these are made of OCEANUS, a synthetic which closely resembles natural canvas but doesn't absorb moisture like natural fibers, making it lighter. The lighter weight will allow the sails to be hoisted using a crew of approximately 150 Sailors. In her sailing days, it took a crew of up to 300 Sailors to hoist sails, depending on weather or the situation. "Intense research makes us confident," said Wallace, "that the sails will power 'Old Ironsides' to her future."

As Old Ironsides turns 200 on Oct. 21, 1997, CDR Beck firmly believes *Constitution* can act as a catalyst for a national dialogue on citizenship, and she can once again play a significant role in the nation's present and future. His hopes are that during the next two years Americans will ask themselves, "What are my duties as a citizen?"



Photo by PH1 Dolores L. Anglin



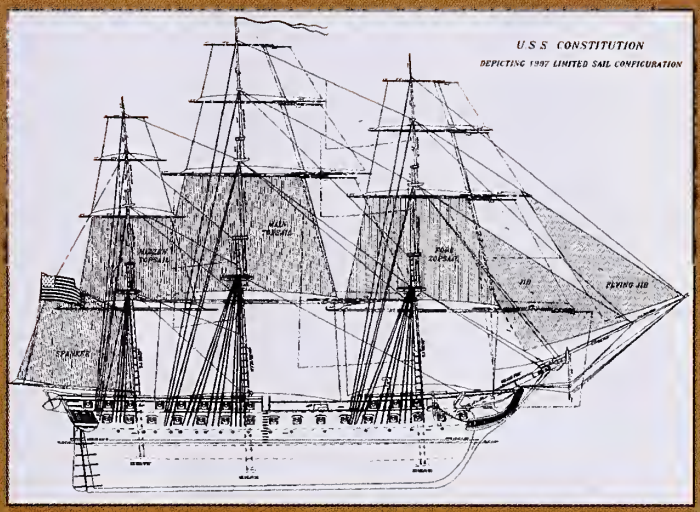
Photo by JOCS Cary J. Casola

◄*Constitution* is a 175-foot-long frigate, with a beam of 43 feet 6 inches and a displacement of 2,200 tons. She was armed with 44 guns and often carried more. When fully rigged she carried 36 sails and could reach speeds of more than 13 knots. "Catheads" were used to secure the ship's heavy anchors.

The USS *Constitution* Museum is enlisting the help of educators nationwide in this effort and will be distributing an interdisciplinary curriculum, "USS *Constitution* — America's Enduring Legacy," in the 1997-1998 academic year.

"We want *Constitution* to act as a living reminder of the principles and ideals that ennoble this country and as a reminder of all of the dedicated citizens who came before us and who kept that spirit alive," Beck said. "*Constitution* represents the past on which our future is built." ⚓

Compiled from Constitution Chronicle, *Newsletter of the USS* Constitution *Museum and releases from USS* Constitution *public affairs office.*



'Old Ironsides' sails in '97

In this line drawing of USS Constitution, *the sails that will be manufactured for the 1997 sailing have been shaded. They are – innerjib, fore staysail, fore topsail, main topsail, mizzen topsail and the spanker.*



It's a job unlike any other in the Navy. It gives you the opportunity to learn where the Navy came from, while you learn to sail a 200-year-old wooden ship, climb wooden masts, get dressed up in 1812 Sailor uniforms and give tours of the Navy's oldest commissioned warship.

It's a chance to become not only a Sailor in today's Navy, but a Sailor of yesteryear's, by serving on USS *Constitution* in Boston.

"We wear the 1812 Liberty Uniform when we're on duty giving tours to the public," said Storekeeper 3rd Class Norman Tregenza. "This is so the visitors of USS *Constitution* can have a better idea of what Navy life was like back in 1812."

Like the Sailors of yesteryear, today's crew of 52 must be able to climb the ship's rigging to get to the top of the main mast that reaches 220 feet above the sea. For some that means getting over a fear of heights.

Seaman Shawna Roach recalls her first time scaling the rigging. "I looked down, knowing I couldn't turn back because people were coming up behind me. I'm kind of scared of heights but once I got up there it was like, 'Wow,'" said the jubilant Waterloo, N.Y., native.

According to Roach, Chief Boatswain's Mate Joe Wilson, *Constitution's* command chief, has a great policy dealing with people who are scared of heights.

Photo by JOCS Cary J. Casola

◀ *Constitution* Sailors and NHC Det. Boston ship riggers scale the yardarm to begin furling the fore topsail.

USS CONSTITUTION

The Crew

Story by JO2 Chris Alves

"He makes it a goal to inch your way up," she explained. "If you can only go halfway that's fine. Next time go a little higher."

For others like SN Jeffrey P. Simpson, climbing the rigging and working the sails has become second nature. "It's a complete adrenaline rush up there," said the Cox's Creek, Ky., native. "You're up there working, constantly learning new things," he said. "I feel good when I'm up on the yardarm and the people below are watching me in amazement."

"It's a complete adrenaline rush up there!"

— SN Jeffery P. Simpson

Approximately 3,000 visitors cross the brow each day for a chance to step back in time and hear about the great sea battles that make Old Ironsides a legend.

"She was involved in 42 engagements and was victorious 42 times," said Tregenza. "She sank 19 enemy ships and captured 42 others. She is Boston's only undefeated team," Tregenza explained to the crowd of visitors. The crowd laughed heartily at the undefeated joke.

Constitution Sailors are more than just tour guides, they're teachers too.

"They're more than one of the Sailors from the past," said Wilson. "Instead of, 'I'm telling you what happened in 1812, I'm telling you what we are today,' and we're just continuing on with the tradition."

It's the aspect of learning and teaching the Navy's heritage that Simpson likes best.

"You learn where the Navy comes from. Why you have a flap on your dress uniform. Why you wear a neckerchief. Why you have three white stripes on the ends of the sleeves of your dress blues," Simpson explained. "You really learn a lot about the history and you understand the Navy better.

Preserving 200 years of U.S. naval history and tradition is no easy task, especially when you consider the average age of the crew is 20 years old.

To help them qualify as 1812 tour guides, Sailors are required to memorize a 15-page script. But most Sailors can't learn enough about Old Ironsides.

"We went out and purchased $500 worth of books on USS *Constitution* for the crew's library," said Wilson.

"Right now I have only three books left,so all the other ones have been checked out," he said. "It's really exciting to see the crew so interested in their ship and their Navy."



Photo by PH1 Dolores L. Anglin

DC3 J.D. Neal, dressed in an 1812 uniform, describes key features of *Consitution's* masts and rigging to a group of visitors.

▼ When SN Chad Fox isn't conducting tours on board *Old Ironsides*, he prepares meals for the ship's officers and crew.



The homework that's done by *Constitution* Sailors pays off when it's time to face the multitude of questions visitors fire at them.

"How did the ship get the name of Old Ironsides?" a boy asks. SN Steven N. Hetzer, dressed in 1812 garb responds, "On Aug. 19, 1812, under the command of Isaac Hull, *Constitution* sank the British frigate *Guerriere* off the coast of Newfoundland.

"It was during this battle that British cannonballs were seen to bounce off her sides, causing a seaman to cry 'Huzzah, her sides are made of iron,' and that's how Old Ironsides earned her nickname," said the Bethel, Ohio, native. The boy smiles and says, "Wow that's cool!"

The crew's presence in Boston isn't limited to the decks of USS *Constitution*. They represent the Navy by performing at events throughout the city, including Color Guard duties at sporting events like Boston Red Sox and New England Patriots games.

"We do a lot of community projects on the ship, but we also get out and show our support in places a lot of people can see," said SK3 Brad Gardiner, a Dennis, Mass., native.

"It's history. They're living history. It's so American, just like baseball," said Sue Allen, Boston Red Sox fan.

For many of the crew, this is their first duty assignment, and it's where responsibility is taught by placing

them in leadership roles. Department heads are not officers on board USS *Constitution*, they range in rank from E-4 to E-6.

Yeoman 3rd Class Louis Padilla is the administration department head, BM1 John A. Hutchinson is the deck department head, BM2 William Eno is the bachelors enlisted quarters department head and Fire Control Technician 2nd Class Kevin Ray is the public relations department head. The leadership skills they learn through their responsibilities prepare them for jobs anywhere in the fleet.

Wilson is a firm believer in giving responsibility to junior personnel. "When a Sailor comes to me and says, 'Chief I think we should do this' I don't say why, I just say do it." Wilson wants the people who work for him to be in his position one day. That's why he gives them the responsibilities they have.

Being good ambassadors for the U.S. Navy are what *Constitution* Sailors are all about.

"You can say the littlest thing and send 80 people walking away from the ship thinking good about you, *Constitution* and the entire Navy," SN Rory J. Lockowitz, an Elmwood, N.J., native, explained.

Apparently the perception of the Navy the public is receiving from *Constitution* Sailors is working, according to CDR Mike Beck, the 64th commanding officer of Old Ironsides.

"When a person leaves the ship or meets one of our Sailors, what they say most importantly is, 'Our youth are great,'" said Beck. "Our country is in great shape if the youth of our nation are like the men and women I have here today in the United States Navy." ⚓

Alves is a photojournalist assigned to All Hands.

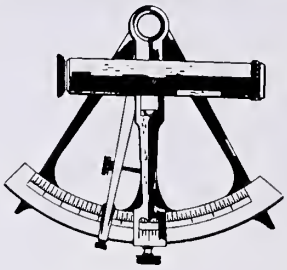


▲SN LaTonya Graham helps bring USS *Consitution* to life by showing visitors the Quarterdeck area. The ship is open everyday of the year.



◄MS1(SW) Gary Banaszek starts the dayfor USS *Constitution* by raising the Flag for morning colors.

USS CONSTITUTION



The History



Story by JO1 Lorraine Ramsdell

USS *Constitution* was one of six frigates authorized for construction by an act of Congress in 1794. Joshua Humphreys designed them to be the Navy's capital ships. Larger and more heavily armed than the standard run of frigate, *Constitution* and her sisters were formidable opponents even for some ships of the line.

Built in Boston of resilient live oak, *Constitution's* planks were up to seven inches thick. Paul Revere forged the copper spikes and bolts that held the planks in place and the copper sheathing that protected the hull. Thus armed, she first put to sea in July 1798 and saw her first service patrolling the southeast coast of the United States during the Quasi-War with France.



In 1803 she was designated flagship for the Mediterranean squadron under Captain Edward Preble and went to serve against the Barbary States of North Africa, which were demanding tribute from the United States in exchange for allowing American merchant vessels access to Mediterranean ports.

Preble began an aggressive campaign against Tripoli, blockading ports and bombarding fortifications. Finally Tripoli, Tunisia and Algeria agreed to a peace treaty.

Oct. 21, 1797
USS *Constitution* launched and christened at Edmond Hartt's Shipyard, Boston.

Aug. 1798
Ordered into action in the Quasi-War with France.

1803-1806
Flagship, Mediterranean Squadron, Tripolitan War.

1812--1815
War with Great Britain.

Constitution patrolled the North African coast for two years after the war ended, to enforce the terms of the treaty.

She returned to Boston in 1807 for two years of refitting. The ship was recommissioned as flagship of the North Atlantic Squadron in 1809 under Commodore John Rodgers.

By early 1812, relations with Great Britain had deteriorated and the Navy began preparing for war, which was declared June 20. Captain Isaac Hull, who had been appointed *Constitution*'s commanding officer in 1810, put to sea July 12, without orders, to prevent being blockaded in port. His intention was to join the five ships of Rodgers' squadron.

Constitution sighted five ships off Egg Harbor, N.J., July 17. By the following morning the lookouts had determined they were a British squadron that had sighted *Constitution* and were giving chase.



Aug. 18, 1812
Defeats 49-gun British frigate *Guerriere*. Crew bestows her with "Old Ironsides" nickname.

Dec. 29, 1812
Captures British frigate Java and five smaller vessels.

Finding themselves becalmed, Hull and his seasoned crew put boats over the side to tow their ship out of range. By using kedge anchors to draw the ship forward, and wetting the sails down to take advantage of every breath of wind, Hull slowly made headway against the pursuing British. After two days and nights of toil in the relentless July heat, *Constitution* finally eluded her pursuers.



But one month later, she met with one of them again — the frigate *Guerriere*. The British ship fired the first shot of the legendary battle; 20 minutes later, *Guerriere* was a dismasted hulk, so badly damaged that she was not worth towing to port. Hull had used his heavier broadsides and his ship's superior sailing ability, while the British, to their astonishment, saw that their shot seemed to rebound harmlessly off *Constitution's* hull — giving her the nickname "Old Ironsides."

Under the command of William Bainbridge, Old Ironsides, met *Java*, another British frigate, in December. Their three-hour engagement left *Java* unfit for repair, so she was burned. *Constitution's* victories gave the American people a tremendous boost to morale, and raised the United States to the rank of a world-class naval power.

Despite having to spend many months in port, either under repair or because of blockades, *Constitution* managed eight more captures, including a British frigate and sloop sailing in company which she fought simultaneously, before peace was declared in 1815. After six years of extensive repairs, she returned to duty as flagship of the Mediterranean Squadron. She sailed back to Boston in 1828.

An examination in 1830 found her unfit for sea, but the American public expressed great indignation at the recommendation that she be scrapped, especially after publication of Oliver Wendell Holmes' poem *Old Ironsides*. Congress passed an appropriation for reconstruction and in 1835 she was placed back in commission. She served as flagship in the Mediterranean and the South Pacific and made a 30-month voyage around the world beginning in March 1844.

In the 1850s she patrolled the African Coast in search of slavers, and during the Civil War served as a training ship for midshipmen.

After another period of rebuilding in 1871, she transported goods for the Paris Exposition of 1877 and

1828-1830
Laid up at Boston and condemned by naval commissioners, she was saved by a poem by Oliver Wendell Holmes.

March 1844
Begins 30-month voyage around the world.

August 1860
Assigned to train midshipmen at Annapolis, Md.

1931-1934
National cruise takes Old Ironsides to 90 American cities, returns to her place of honor in Boston harbor.

served once more as a training ship. Decommissioned in 1882, she was used as a receiving ship at Portsmouth, N.H. She returned to Boston to celebrate her centennial in 1897.

In 1905, public sentiment saved her once more from scrapping; in 1925 she was restored, through the donations of school children and patriotic groups. Recommissioned in 1931, she set out under tow for a tour of 90 port cities along the Atlantic, Gulf and Pacific Coasts of the United States.

More than 4,600,000 people visited her during the three-year journey. Having secured her position as an American icon, she returned to her home port of Boston. In 1941, she was placed in permanent commission, and an act of Congress in 1954 made the Secretary of the Navy responsible for her upkeep.

Now the oldest U.S. warship still in commission, *Constitution* remains a powerful reminder of the nation's earliest steps into dominance of the sea. ⚓

Ramsdell is assigned to NROI Det. 206, Washington, D.C.

March 1996-1997

Completes 44-month restoration. Crew prepares for historic sail in July 1997, and Old Ironsides turns 200 Oct. 21, 1997.

'Old Ironsides'



By Oliver Wendell Holmes, 1830

Aye, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar;
The meteor of the ocean air
Shall sweep the clouds no more!

Her decks, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,
No more shall feel the victor's tread
Or know the conquered knee;
The harpies of the shore shall pluck
The eagle of the sea!

Oh, better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!

Road to citizenship long but worth the trip

Story by JO2 Michael Blankenship, photo by PHC(AW/SW) Dave Kvello

The road to success is often long, winding and filled with obstacles. Success usually means taking risks and accepting challenges.

For Utilitiesman 3rd Class Nayem Ahmed of Naval Mobile Construction Battalion 74 in Gulfport, Miss., no risk is too great and no challenge too difficult. The 28-year-old Bangladesh native recently received his U.S. citizenship.

"It was a thrilling experience," said Ahmed, the youngest of six children. "Becoming a U.S. citizen has been my dream since I was a little boy."

"Growing up in Dhaka, Bangladesh," said Ahmed, "the population is very high, which makes it hard to find a job."

Ahmed's family struggled to make ends meet. In Bangladesh the standard of modern living meant having food, clothing and shelter. "My father worked very hard to support us. We never went hungry," said Ahmed.

Despite the family's success, Ahmed's parents wanted a better life for their children. They encouraged them to seek opportunities elsewhere. The new American said exposure to American culture through TV and movies was influential in his decision to immigrate. "We watched a lot of [news] and were impressed by the way of life over here. The United States seemed to have a better way of life, better educational opportunities and more jobs. It seemed like a golden opportunity," Ahmed said. In Bangladesh, Ahmed attended college in Dhaka where he studied electrical engineering.

The route to his "golden opportunity" wasn't exactly direct. It was costly and restrictions on his visa forced him to take a longer road.

He hoped to continue his engineering degree in the U.S. but had to begin a series of jobs once here to pay for his tuition.

"At the beginning I was very disappointed," he explained, "but I became satisfied knowing the opportunities would eventually come. I was in America so I was happy."

"Becoming a U.S. citizen has been my dream since I was a little boy."

— UT3 Nayem Ahmed

After working in the United States for three years, Ahmed was able to apply for citizenship. In early 1989, he submitted his application and began the lengthy process while attending Los Angeles City College part time. Everyday on his way to class, Ahmed passed a bulletin board adorned with military recruiting posters.

"I would stop and read them almost every day. Some days I would take brochures," he said. "I was interested but wasn't sure. I wanted to finish school



Photo by PHC (AW/SW) Dave Kvello



UT3 Nayem Ahmed of Naval Mobile Construction Battalion 74, stands proudly in front of the Seabee at Camp Moscrip, Puerto Rico. After a rocky, winding road from Bangladesh, Ahmed is now a U.S. citizen.

and then maybe become an officer." But the slow pace at which he was forced to take classes was taking its toll. Ahmed wanted to find a job that gave him better educational opportunities. Working on a farm paid little and he was usually too tired to muster enough energy to attend night classes. Then he talked to a Navy recruiter.

"As soon as the recruiter began talking about the Navy's educational benefits, I knew I wanted to enlist," he said with a smile. Nearly four years later, Ahmed is proud of his decision.

"Joining the Navy has been one of the best things I've done since I've come to the United States. Becoming a citizen makes me even more proud to be in the military." ⚓

Blankenship and Kvello are assigned to the Naval Mobile Construction Battalion 74 public affairs office.



U.S. Navy photo

▲ Nine hundred USS *Independence* (CV 62) Sailors spell out G'Day Mates upon their arrival in Sydney, Australia.

How many Sailors does it take to make a flag?

It was an Indian summer day in 1917 at the U.S. Naval Training Station, Great Lakes, Ill. The November breeze whipping off the shores of Lake Michigan gave just enough twang to the air to make one feel vigorous.

From every corner of the station, lines of American seamen in the stage of apprenticeship were converging in the mammoth parade grounds where thousands of other bluejackets had been reviewed by such celebrities as Theodore Roosevelt, William Howard Taft, Josephus Daniels and others. Thin lines of white tape covered the ground, and guided by them, thousands of bluejackets began a seemingly weird formation. It was indeed new, for Army and Navy drill regulations hold no mention of it. This formation went busily on for half an hour without any definite object being attained. Then suddenly, almost as though by mystic power, there stood out in vivid line and detail a true, living American flag. It was the first living flag of 10,000 bluejackets. It had a message, the words of Lincoln, "In union there is strength." ·

Arthur S. Mole's camera clicked as the 10,000 Sailors and officers stood rigidly at attention, having been brought together by a single command. Mole and his partner John D. Thomas went around to different bases and talked commanding officers into participating in these living photographs that have also been called "human pointillism." Shooting from hastily-constructed 70 to 80 foot towers made from one-by-fours and secured by guy wires, Mole preferred to photograph his short-lived works using military themes and people because it was almost impossible to make large numbers of civilians stand still for hours at a time.

As interesting as the picture itself is the manner in which the design was laid out on the huge drill ground. Expert photographers worked out an exact plan based on the law of perspective. This flag, laid out in proper proportions, would hardly be recognizable when photographed. Consequently, it was laid out with consideration to the law of perspective and viewed from the "eye of the camera," so that when photographed it stood out in its proper proportion. For instance, in the star in the extreme left-hand corner there were 65 Sailors, while in one of

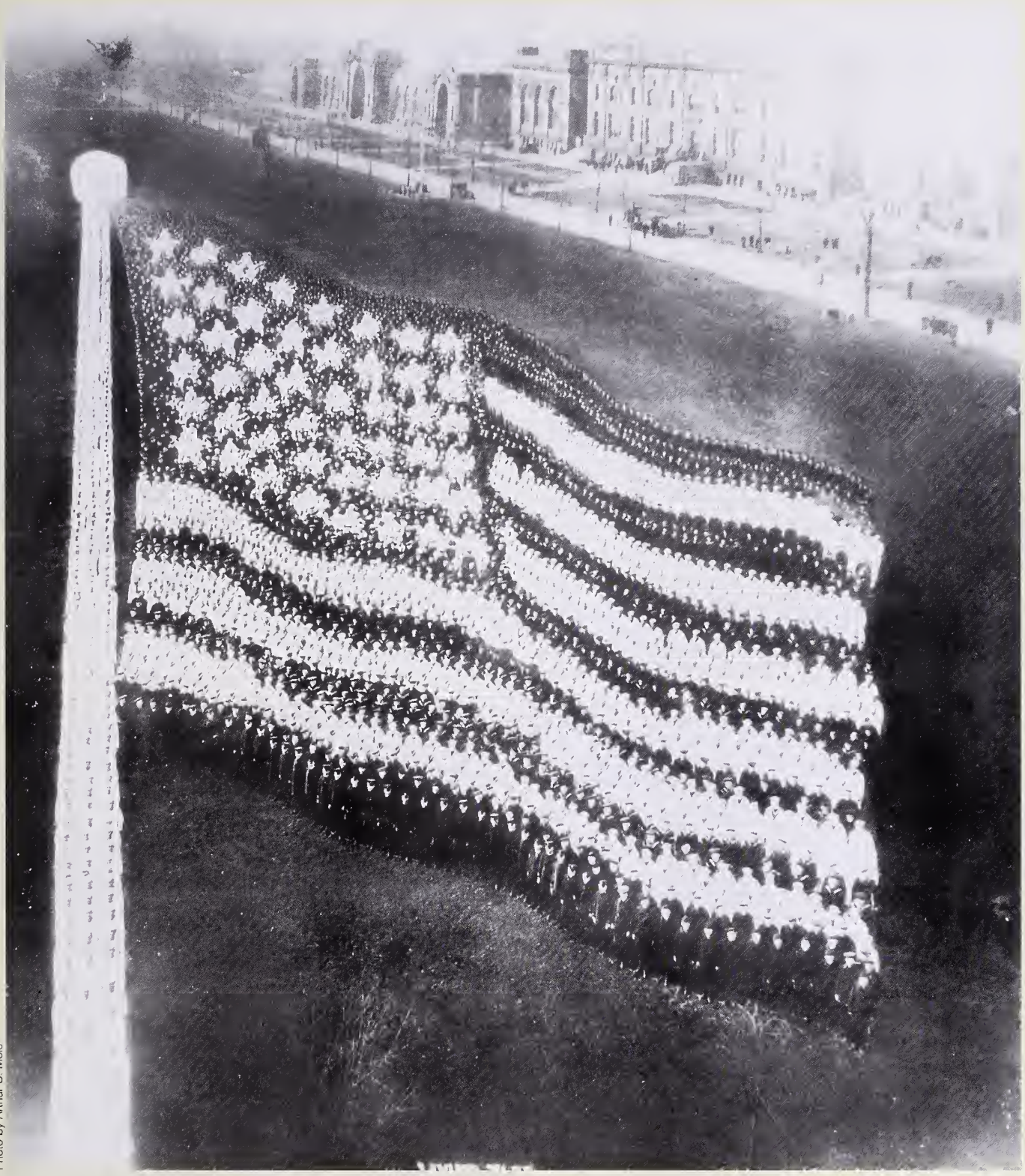


Photo by Arthur S. Mole

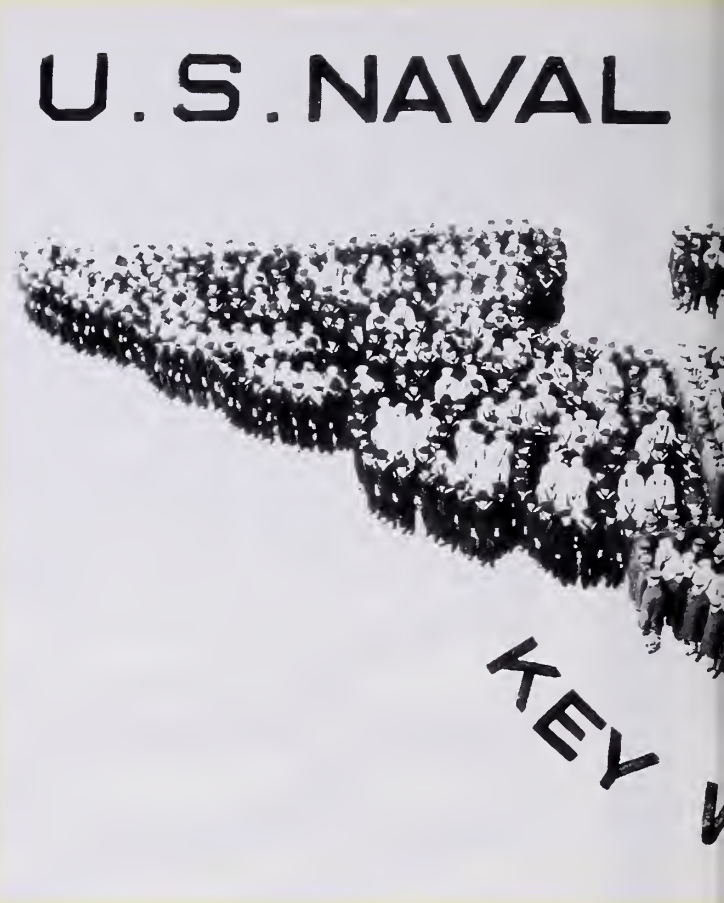
The following are some of the ground dimensions of the flag which seem almost incredible:

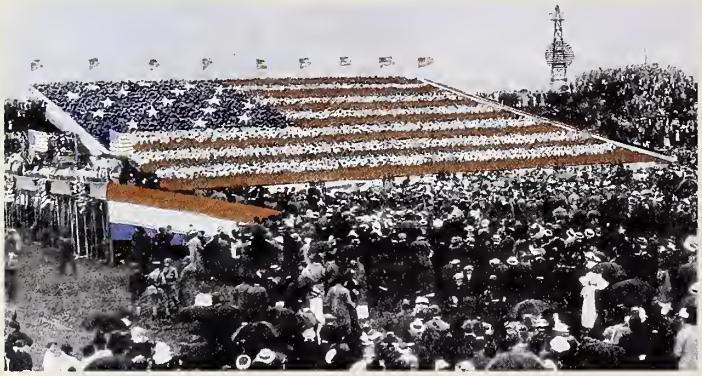
* There were 250 Sailors in the ball. The ball was 237 feet long.
* The pole (not including ball) measured 550 feet in length, 4 feet in width at the bottom, 6 feet in width at the top and required 700 Sailors.
* The flag measured 143 feet at the top, 66 feet at the bottom, 350 feet on the left end and 184 feet at the right end.
* The star field measured 143 feet at the top, 66 feet at the bottom, 350 feet at the left end and 184 feet at the right end.
* The white stripes required 1,600 Sailors, 1,900 Sailors for the red stripes, 1,800 Sailors for the 48 stars and approximately 3,400 Sailors for the blue field.

the extreme front stars there were only 12 Sailors.

Some of Mole's other works include a Human U.S. Shield of 30,000 officers and men at Camp Custer, Mich.; a Liberty Bell of 25,000 officers and men from Camp Dix, N.J.; the Human Statue of Liberty of 18,000 officers and men from Camp Dodge, Iowa; and the Living Uncle Sam of 19,000 officers and men from Camp Lee, Va. ⚓

Source: The Great Lakes Recruit, *December 1917.*





Courtesy of the U.S. Naval Historical Center

▲ The Wonderful Human Flag was composed of 6,500 school children at Fort McHenry, Sept. 12, 1914.



Courtesy of the U.S. Naval Historical Center

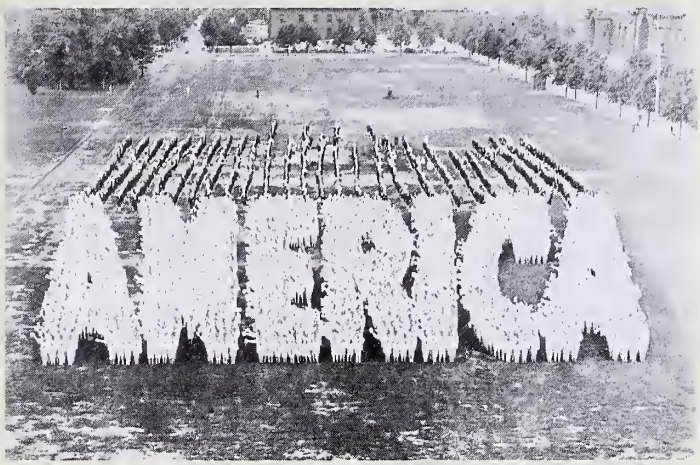
➤ The Emblem of Great Lakes Naval Training Station was formed by the men attached to the station. The figure of 100,000 refers to the number of recruits trained at the station.



Courtesy of the U.S. Naval Historical Center

◄ U.S. Naval Air Station Key West, Fla., got involved in "human pointillism" and formed up to make a set of wings.

▼ Great Lakes Sailors spelled out America and also formed up to spell out Victory and Liberty sometime before the end of World War I.



Courtesy of the U.S. Naval Historical Center



Courtesy of the U.S. Naval Historical Center

▲ A Service Flag made up of saluting recruits was formed at U.S. Naval Training Station San Francisco, Calif., Oct. 4, 1918.

Around the Fleet



SM2 Michael Eaton, of Summerland Key, Fla., shows the Cub Scouts the proper way to fold the flag.

Scout Sailors teach flag etiquette

USS SCOUT (MCM 8) — Crew members aboard USS *Scout* (MCM 8), homeported in Ingleside, Texas, recently hosted 20 area Cub Scouts from Pack 151 of the Gulf Coast Council in South Texas to teach them flag etiquette.

Signalman 2nd Class Michael Eaton, of Summerland Key, Fla., taught the Cub Scouts the proper way to raise and lower the ensign as he performed colors on the ship's fantail. He also showed the energetic, wide-eyed youngsters the proper way to fold the flag.

LCDR Steven Ritchie, *Scout*'s commanding officer, presented the scouts with a ship's plaque and a flag. They also toured the *Avenger*-class mine countermeasures ship. ⚓

Story by ENS Robert E. Greene, USS Scout (MCM 8), Ingleside, Texas.

SAILOR PROVIDES HELP IN TIME OF NEED

NORFOLK — When most people drive by the scene of an accident they usually slow down to gawk which usually creates a huge traffic standstill. Recently, one man passing an accident decided to be a part of the solution.

Hull Technician 3rd Class Ruben Durant, a Bronx, N.Y., native became a hero.

"It was a rainy day and the streets were slippery and cold," Durant said. "A white car ran a red light and was hit on the passenger's side. The car started spinning and was hit again by another car. When the spinning stopped, I got out of my car and told my passenger, 'I've got to get out there and help.'"

Durant yelled for help but no one answered his call. He checked the cars and the people appeared to be shaken, but coherent.

"I then went to the small white car. The driver's door was locked and the windshield was smashed. I noticed a Spanish flag hanging in the car, so I started speaking Spanish," he said. "She started moving around a little bit. When she recovered consciousness, [she] panicked and became real nervous.

"Blood was coming from a gash on the side of her head," said Durant. "I took off my shirt and wrapped it around my hand and applied pressure to her head to cover her wound.

"When the paramedics and police arrived, I stayed with them so I could talk to the lady while they worked with her," explained the 26-year-old Sailor.

"I've been to schools where I learned cardiopulmonary resuscitation (CPR) and the basic skills," said Durant. "I learned that you can't be afraid. You've got to keep your cool.

"In the Navy I've learned responsibility, initiative and to go above and beyond the call of duty," he said. ⚓

Story by Joel L. Hebensperger, Navy Public Affairs Center, Norfolk.

INSTALLATION EXCELLENCE

WASHINGTON — Naval Station Ingleside, Texas, is the 1997 Navy winner of the Commander in Chief's Installation Excellence Award.

The station is commanded by CAPT Donald E. Peters. Ingleside was chosen from a field of 11 competitors, each the winner in its own category.

Those winners are as follows: Commander in Chief, Atlantic Fleet — NAVSTA Ingleside; Commander in Chief, Pacific Fleet — NAS North Island, Calif.; Commander in Chief, U.S. Naval Forces Europe — NAS Sigonella, Sicily; Chief of Naval Education and Training — NAS Whiting, Field, Fla.; Commander, Naval Facilities Engineering Command — CBC Port Hueneme, Calif.; Commander, Naval Sea Systems Command — NSWC Crane, Ind.; (INCUMBENT) Puget Sound Naval Shipyard, Wash.; Commander, Naval Supply Systems Command — NAVICP Mechanicsburg, Pa.; Commander, Naval Reserve Force — NAS JRB Willow Grove, Pa.; Commander, Naval Computer and Telecommunications Command — NCTS Cutler, Maine; and Commander, Naval Security Group Command — NSGA Northwest (Chesapeake, Va.). ⚓

John C. Stennis team saves ailing shipmate

NAS JACKSONVILLE, Fla. — USS *John C. Stennis* (CVN 74) and members from embarked squadrons VF-101, HS-5 and VS-41 recently provided medical assistance to a Sailor on board a nearby frigate.

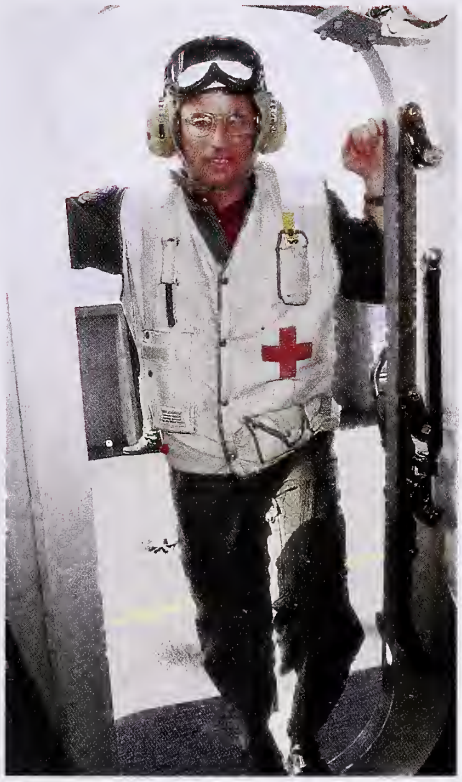
The Sailor, a 35-year-old chief petty officer on board USS *De Wert* (FFG 45), suddenly developed severe chest pain and collapsed on the ship's navigation bridge. Since there was no medical officer on board the frigate, a call was made to the CV. Acting AIRLANT Detachment Medical Officer LCDR Mark Hoffman volunteered to helo out to the ship.

When Hoffman arrived on board the frigate, he found the patient revived and moved to the ship's medical spaces. He already had an IV, and oxygen was being administered by the ship's independent duty corpsman. Hoffman placed a monitor on the patient to assess the heart's rhythm.

The chief was continuing to suffer from chest pains and numbness in his arms — all of which are symptoms of severe angina or a heart attack. According to Hoffman, the chief's physical exam, family history, plus two hours of chest pain convinced him that it was a heart attack and he had the patient flown to Jacksonville, Fla., for further treatment.

The patient continued to have intermittent chest pains throughout the flight to Jacksonville and Hoffman administered medication to keep him stable during the 45-minute flight until they reached NAS Jacksonville where he was rushed to the emergency room and treated.

"The ship made a good judgment call to interrupt carrier qualifications to launch the helo. Had the COs of *De Wert* and *John C. Stennis* decided not to get the Sailor off the ship, he may not have made it," Hoffman said. "Being where he is now and under the care he's getting, he has a better chance than if he had not been taken off his ship." ⚓



LCDR Mark Hoffman provided medical attention to a Sailor in need.

Story by JO2 C. Anthony Elder and photo by PH1(AW) James M. Williams, USS John C. Stennis *(CVN 74).*

Around the Fleet

12 NEW SHIPS

WASHINGTON — Sailors can look forward to 12 new ships entering the fleet in FY98 and FY99. The Bureau of Naval Personnel is already making plans to select top-notch personnel to run the new ships through their initial operations.

The eighth *Nimitz*-class aircraft carrier, *Harry S. Truman* (CVN 75), will enter the fleet in the summer of 1998 as the numerical replacement for USS *Independence* (CV 62). The first seven Flight II *Arleigh Burke*-class guided-missile destroyers will be commissioned in FY98 and FY99. The ships have an improved electronic warfare suite, extended range surface-to-air missiles and Link 16 an improved tactical information exchange system.

Expeditionary warfare forces will gain significant capability and modernization with the addition of the amphibious assault ship *Bon Homme Richard* (LHD 6) and the dock landing ship *Pearl Harbor* (LSD 52). *Pearl Harbor* will be the first LSD to have an integrated self-defense system. All other LSDs will be backfitted by 2002. USS *New Orleans* (LPH 11) and USS *Guam* (LPH 9), both built in the mid-1960s, are scheduled for decommisioning.

The second *Seawolf* nuclear attack submarine, *Connecticut* (SSN 22) is also scheduled to join the fleet in FY98. ‡



IC2 Frank Revenal (left) holds flowers while SA Ben Purdue and MSSA Jesse Roberts wait to place the wreath at the *Oneida* monument.

Bunker Hill Sailors attend ceremony for lost shipmates

YOKOSUKA, Japan — Twenty years after USS *Oneida* was struck by a British merchant ship, the commander in chief of the U.S. Asiatic Squadron joined crew members from his two ships at a memorial service held at Honmonji Buddhist Temple. Seventy-six Buddhist priests chanted prayers around a memorial that had been erected for those who perished in the accident, while Japanese salvage divers burned incense at the altar. It was the first recorded ritual held by Japanese Buddhists for deceased Christians.

On the 129th anniversary of the loss of *Oneida*, Sailors from forward-deployed naval forces in Yokosuka, Japan, gathered around that same stone monument to observe a ceremony on behalf of *Oneida*'s crew. Sailors in dress blue uniforms took a moment to scrub the stone to remove moss and make the inscription more legible. ‡

Story and photos by JO1 Lance Lindley, Commander U.S. Naval Forces Japan.

'EL CEMENTARIO INGLES'

PORT MAHON, Minorca — While deployed to the Mediterranean as part of the Naval Special Warfare Task Group, 6th Fleet, USS *Firebolt* (PC 10) made a port visit to the Spanish island of Minorca, part of the Balearic Islands. The crew of *Firebolt*, based in Little Creek, Va., cleaned up a nearly forgotten American cemetery — the resting place for more than 30 19th century naval officers, Sailors and family members. Members of foreign navies are also buried in "el Cementerio Ingles."

Port Mahon, Spain, was once the home of the U.S. Mediterranean Squadron and the Navy has called at the port for nearly 200 years. Before Annapolis was established, midshipmen underwent their professional training there. *Firebolt*'s crew found the cemetery on the far shore of what is known as Bloody Island.

"When we first looked at the cemetery, we were amazed at the amount of undergrowth," said Engineman 1st Class (SW) Paul Westrich of Niagara, Wis. "The place looked like a jungle."

Spanish authorities provides some tools, and the crew hand cut and

stacked the brush. They also whitewashed the cemetery walls and graves. The men and women buried in this long-forgotten naval cemetery gave their lives in the service of their country. With the help of the Navy, these Sailors can rest in peace and be remembered for their service in a most fitting way. ⚓

Story by LT Brian Willemssen, USS Firebolt *(PC 10).*

ENVIRONMENTAL AWARDS

WASHINGTON — Three Navy commands and one individual are winners of the Secretary of Defense Environmental Security Award for FY96.

Naval Surface Warfare Center, Indian Head, Md., won in two categories: Natural Resources Conservation, small installation; and Environmental Quality, industrial installation.

Catherine M. Zielske, Naval Amphibious Base Little Creek, Va., won in the Natural Resources Conservation, individual category.

The New Attack Submarine Program, Arlington, Va., won in the Pollution Prevention, Weapons System Acquisition Team category.

The Environmental Cleanup category award went to NAS North Island, Calif. ⚓

TRADING 'GUNS FOR GOONEYS'

MIDWAY ISLAND — The Navy traded "guns for gooneys" when Secretary of the Navy John H. Dalton transferred possession of Midway Island to the Department of the Interior and the U.S. Fish and Wildlife Service in ceremonies this spring.

Midway is the home of the Laysan Albatross (Diomedea immutabilis), widely known as the "Gooney Bird" because of their comic attempts to land and take off from their island roosts.

Fifty-five years after the Battle of Midway in which more than 3,000 Sailors and Marines on both sides lost their lives, the island is now the scene of more peaceful efforts on the front lines of another battle – that of environmental conservation.

In 1988, a refuge was created on the existing base. Now the entire island will become a wildlife refuge.

"We have a duty to protect the lands, waterways and airspace entrusted to our care," said the secretary. "It is a responsibility that the Navy takes seriously." ⚓

WHALE WATCHER HOMEPAGE

WASHINGTON — The Office of Naval Research (ONR) is applying the technology used to detect and track submarines underwater to helping the endangered Northern Right Whale.

This project, with video and audio files, is available on the world wide web at ONR's home page <http://www. onr.navy.mil>. Just click on "What's New." ⚓



YOKOSUKA, Japan — More than 100 bicycles lined the pier during USS *Independence's* (CV 62) recent Ship's Restricted Availability (SRA) in-port period. This is the transportation of the majority of Japanese nationals who are the work force at Ship Repair Facility, Yokosuka. They helped complete everything from replacing more than 110,000 square feet of non-skid between the flight deck and hangar bay, to refurbishing the mess decks and berthing in several compartments. ⚓

Story by JOSN Joseph Rehana and photo by PH2 Lou Messing, USS Independence *(CV 62).*

Around the Fleet

VOLUNTEERISM

PENSACOLA, Fla. — The Navy League, Pensacola, Fla., named Corry Station's Electronics Technician 2nd Class (SW) Denise C. Carpenter this year's top enlisted Navy volunteer.

Carpenter, a calibration laboratory supervisor at the station's Electronic Warfare and Technology School, received the Margaret Flowers Civic Award for her extensive volunteer efforts.

"It's nice to be recognized for the work you do," said Carpenter, a native of North Platte, Neb., who said she will continue to volunteer.

Carpenter donated more than 80 off-duty hours as a youth motivator to a fourth grade student at Warrington Elementary School. She led a group of 20 volunteers who installed wiring for Internet access at the school on "NetDay '96." She also donated more than 150 off-duty hours with the Escambia County Council on Aging "Meals on Wheels" program.



ET2(SW) Denise Carpenter and her student, 10-year-old Amanda Walker, read during their weekly tutoring session.

Carpenter is also active in Big Sisters and Special Olympics programs.

"It really makes you feel good to know that you're helping someone," she said.

"All of the programs Petty Officer Carpenter volunteers with center around people. It's obvious that she helps those in need," said Corry Station's Command Master Chief FCCM(SW) Bernard B. Quibilan.

Carpenter is working toward a bachelor's degree in accounting at Troy State University. She also hopes to get into an officer program. ⚓

Story by JO3 Glenn B. Hopper III and photo by PH2 Eric W. Kleinkopf, Naval Technical Training Center, Corry Station, Pensacola, Fla.

JOB ASSISTANCE TEAM AT SEA

SYDNEY — For the second consecutive year, USS *Independence* (CV 62) Battle Group has been under way during the Far East Job Fair, Yokosuka, Japan. This time, the Mobile Job Assistant Team (MJAT) flew to Australia to join the battle group and help Sailors within one year of separation, retirement or transfer to the Fleet Reserve prepare for their second career.

Classroom training and computer-assisted resume programs gave more than 200 Sailors an idea of the civilian job market.

"The classes and training give Sailors a good feeling as they're getting out of the Navy," said Master Chief Navy Counselor (SW) Wilfred L. Cotto. "They may decide it's a better option for them to stay on active duty. We encourage people to stay on active duty." ⚓

Story by JOSN Joseph L. Rehana, USS Independence *(CV 62).*



Photo by PHAN Timothy C. Ward

Descending from an HH-60H helicopter assigned to Anti-Submarine Squadron 2, Marines practice "fast-rope" skills necessary for boarding potentially hostile ships at sea. *Constellation* and its embarked Marine detachment are en route to the Arabian Gulf to enforce no-fly zones and monitor shipping to and from the region. The Marines were aboard USS *Constellation* (CV 64) deployed in the central Pacific Ocean.

Part-time country music recording star, full-time Sailor

USS MOUNT WHITNEY (LCC 20) — Radioman Seaman Aaron MacRogers is on the radio. That's not too unusual considering he's a Navy radioman, but there's another airwave side to this *Mount Whitney* Sailor.

Before joining the Navy, Mac Rogers was known as "Mac Rogers," a rising country music artist with a recording contract under Sun Records. In a business where so many country music entertainers try and fail, it's a rarity to hear new voices climbing quickly through the ranks. Beating the odds – signing a record contract and making the charts – are things that most people only dream about.

MacRogers made his dream a reality. His compact disc titled "Honkytonkville" made the top 50 on the country music charts and his music video has been aired on Country Music Television. His entire life has focused on entertainment.

"I've sung all my life in choir, school and church," explained MacRogers. But it wasn't until 1990 that events in his life pointed him in the music business direction. "I was dared to enter a talent contest and it kind of sparked an interest in country music."



Photo by PH3 Chet Alexander

Mount Whitney's RMSN Aaron MacRogers is assigned to the ship's communications department. He postponed his show business career to devote time to his family and his country.

Why would this country singer leave the stage to join the Navy?

"I was just married when I started in the country music business," said MacRogers. "It was very difficult to build a career in the business, so I decided to take a break and work on marriage."

MacRogers is focusing on his naval career. He has taken some college courses and is working toward a degree. When he leaves the Navy, it will be to return to country music. "Singing is what I do best," said MacRogers. "I give it my all and intend to go back to see where it will lead." ⚓

Story by JOSA Margy Hannon, USS Mount Whitney *(LCC 20).*

JFK's FIRST SKIPPER COMES HOME

USS JOHN F. KENNEDY (CV 67) — For some, there is nothing more heart-warming than coming home. When that homecoming is to a naval vessel, it takes on a whole new meaning.

USS *John F. Kennedy* (CV 67) recently welcomed home its first commanding officer while operating in the Western Atlantic. Retired RADM Earl P. Yates flew on board the underway carrier to reminisce and see first-hand how the ship has progressed.

Yates became the skipper of *JFK* in September 1968 after its commissioning.

"A ship takes on the personality of the Sailors who get it started," said Yates. "It's a wonderful opportunity to make a mark in the Navy and leave it.

"I think the people who came to *JFK* caught the spirit of John F. Kennedy," Yates said. "He was truly a charismatic leader. Everybody felt they were a little bit special for just being a part of the crew." ⚓

Story by JOSN Kaye Sweeter, USS John F. Kennedy *(CV 67) public affairs office.*

Charthouse

BUPERS correcting enlistment bonus errors; Sailors to receive back pay

Bureau of Naval Personnel (BUPERS) officials have taken steps to correct errors in some enlistment bonus (EB) contracts written between Oct. 1, 1993, and Jan. 31, 1997.
As a result of apparent administrative errors some incorrect EB amounts were entered on contracts.

Sailors with an EB contract written between Oct. 1, 1993, and Jan. 31, 1997, who think they may have been paid less than the correct amount, should forward the incorrect contract to BUPERS (PERS 204), via their Personnel Support Detachment or training activity. BUPERS will then take measures to correct the errors and pay the correct bonus.

BUPERS will submit corrective paperwork, if required, to the Board for Correction of Naval Records directly, without more action by individual Sailors. Submission procedures and additional information are available in NAVADMIN 065/97, or by contacting BUPERS (PERS 204) at DSN 225-2067 or (703) 614-2067. ⚓

Household Goods Helpline expanded

Sailors overseas can call the Naval Supply Systems Command (NAVSUP) Household Goods Helpline Service at 1-800-14-2402 from within Australia; at (030) 008-00-12-4861 in Greece; at (039) 167-87-4113 from within Italy; and at (884) 0038-12-0124 in Korea.

Sailors in the United States, Guam, Puerto Rico and Tunisia receive similar assistance by calling 1-800-444-7789. Other worldwide callers may reach the Helpline at DSN 430-2448 or commercial (717) 790-2448.

Helpline hours have expanded to 6:30 a.m. to 9 p.m., EST, Monday through Friday. ⚓



Navy offers linguist career opportunities

Sailors with language skills may have a career opportunity as a Navy Linguist (Cryptologic Technician (Interpretive) (CTI)), according to NAVADMIN 61/97.

The Navy needs Sailors in pay grades E-2 through E-5 who proficiently speak, read and/or write Spanish, French, Portuguese, Arabic, Persian-Farsi, Chinese (Mandarin), Korean, Vietnamese, Cambodian, Serbian and Croatian and Russian.

Sailors in CREO II or III ratings; merging or disestablishing ratings; or undesignated seamen, firemen or airmen are especially encouraged to consider the conversion.

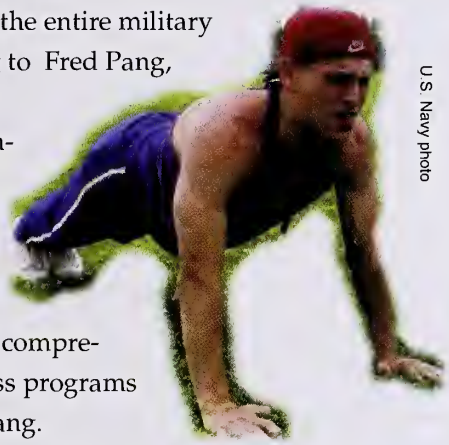
As a CREO I rating, CTI has excellent advancement opportunity (E-4 at 100 percent), outstanding SRB offerings and special language proficiency pay.

NAVADMIN 61/97 contains further details on application requirements.

For more information, see your command career counselor. ⚓

Operation *Be Fit* emphasizes sports and physical fitness

DOD's new physical fitness program Operation *Be Fit* will serve as a blueprint to foster a renewed emphasis on the physical fitness of the entire military community, according to Fred Pang, Assistant Secretary of Defense for Force Management Policy.



U.S. Navy photo

"It will also let DOD set the standard and assume national leadership in comprehensive physical fitness programs and activities," said Pang.

The operation focuses on improved and expanded programs in physical fitness and sports, plus recreation activities involving physical activity. DOD will also take steps to encourage all members of the military community to participate in the programs.

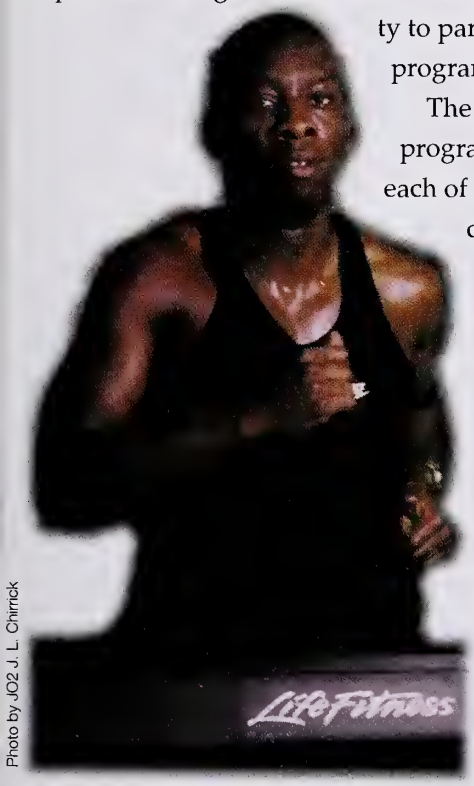


Photo by JO2 J. L. Chirnick

The initiative builds on programs already within each of the services by combining expertise within the department. It will add DOD emphasis and endorsement to these efforts.

"Maintaining the peace through military training and preparedness — and fighting a war if necessary — calls for men and women who are extremely fit," Pang said. "It's the human side of force modernization.

"When a military community's participation in regular physical activity increases," he said, "we free up health care dollars that can be used for other critical needs. We also get the significant benefit of having a total work force that does the job better than ever before." ⚓



Photo by PH3 Sam Dalal

Shipmates



Aviation Electrician's Mate 3rd Class Christine J. Engard was selected Helicopter Tactical Wing (U.S. Pacific Fleet) 1997 Junior Shore Sailor of the Year. Engard, a native of Fort Sill, Okla., was recognized for creating a new maintenance training data base.



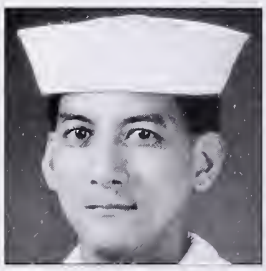
ENS Lareava S. Thompson was recently commissioned aboard USS *John F. Kennedy* (CV 67). The Florida native and former chief boatswain's mate is the first woman Sailor stationed aboard *John F. Kennedy*. She is also the first woman to be commissioned aboard the aircraft carrier.



Machinist's Mate Fireman Apprentice Joseph E. Ashworth was selected USS *Frank Cable*'s (AS 40) Bluejacket of the Quarter (3rd quarter 1996). The Santa Rosa, Calif., native was chosen for his devotion to the job while repairing parts for 7th Fleet submarines and surface ships and his qualification as "Top Watch" in the ship's engine room.



Yeoman 1st Class John Edward Marsh was selected Senior Shore Sailor of the Quarter (4th quarter 1996) at Fleet Information Warfare Center Detachment, San Diego. The Montgomery, Ala., native was recognized for his leadership and managerial skills in the administrative department.



Aviation Machinist's Mate (AW) Raul Elago Garcia was named Helicopter Anti-Submarine Squadron Light 37's 1996 Shore Sailor of the Year. A native of Olongapo City, Republic of the Philippines, Garcia was selected for his technical knowledge, leadership skills and dedication to the squadron and the Navy.

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Photo by PH3 Sam Dalal

Fireworks light up the night sky over Washington, D.C., every Fourth of July.



Photos by PHAN David Carter



Name: AT1(AW) Julia M. Grodski

Assigned to: USS *Dwight D. Eisenhower* (CVN 69), AIMD, Electronic Countermeasures Repair Work Center.

Hometown: Glen Cove, N.Y.

Job description: "I manage the work center and make sure that no pilot flies into a hostile environment without enemy detection and evasion capabilities."

Achievements: "My most exciting achievement has been selection as *Eisenhower*'s 1996 Sailor of the Year."

Best part of job: "Serving on an aircraft carrier is a thrill for me. I enjoy being part of such a great crew."

Key to success: "Always aim to do the job of the pay grade above you, while keeping the perspective of the pay grades below you."

Places visited while in the Navy: Republic of the Philippines, Guam, Hawaii, Hong Kong, Wake Island and much of the United States.

ALL HANDS

MAGAZINE OF THE U.S. NAVY

July 1997



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RM3(SS) Paul Vanderploeg of USS *Alabama* (SSBN 731) (Gold) crew raises the national ensign while on patrol.

ALL HANDS
July
Number 964

Battle Ready



Photo by PHC(SW) John Gay

Page 2



Photo by PH3 Chris Vickers

Page 14



Photo by Steven Bartz

Page 34

Features

2 USS *The Sullivans* joins the fleet
The motto, "We stick together," captures the spirit of the ship's crew and five brothers who died for their country.

8 Future SEALs learn there is no "I" in Team
Teamwork is drilled into the consciousness of SEALS during BUDS training.

12 Navy doctors give eye sight to Guatamalans
A medical team goes to Guatemala to provide eye care in a remote mountain village.

14 Battle Ready
U.S. forces are prepared for any conflict at any time.

16 2nd and 3rd Fleets
The primary responsibility of these two fleets is to train our battle forces to maintain battle group war-fighting readiness.

On the Cover

A hose team attacks a simulated fuel fire at Fleet Training Center, San Diego, as part of their predeployment training. Photo by JO2 Rodney Furry

20 Building the Sailor
Fleet training centers prepare Sailors to be part of the Navy team.

24 Building a team
Together everyone achieves more at the *Aegis* Training Center.

28 Building a battle group
Joint Task Force Exercise 97-2 shows off our war-fighting capabilities.

32 Keeping the bond strong
See what every Sailor needs to do before deployment.

34 China sailors make port
People's Liberation Army (Navy) visits the United States for the first time.

38 Welcome Aboard, Shipm ate!
A good sponsorship program gets Sailors off to a good start at a new command.

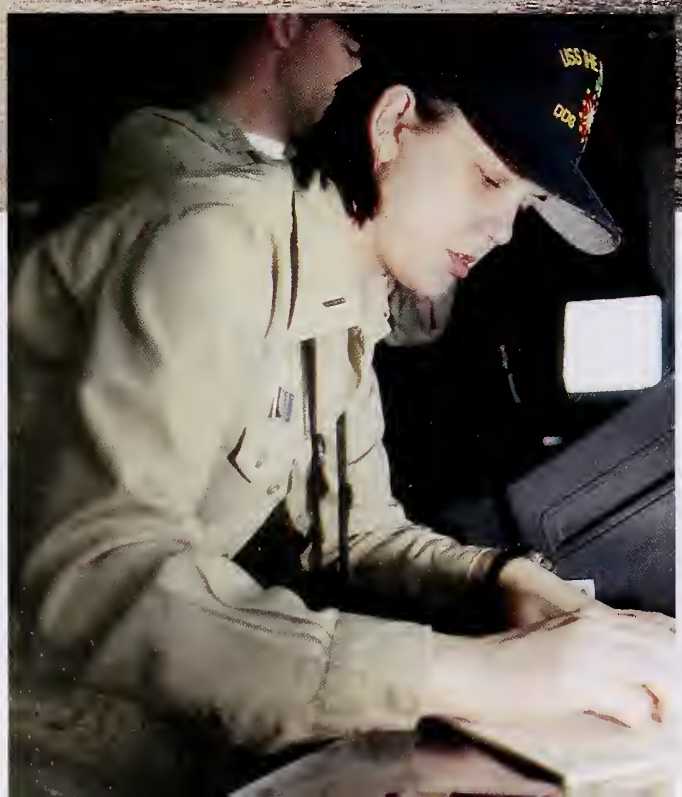
Columns

40 Around the Fleet
46 Charthouse
48 Shipmates

We stick together!







Story and photos by PHC(SW) John E. Gay

Almost 55 years after the death of the five Sullivan brothers in World War II, their legacy of service and sacrifice continues. "We stick together," is the motto emblazoned in bright gold on the back of each crew member's blue ball cap; words that confirm the crew's team spirit

▲ USS *The Sullivans* (DDG 68) passes under the Newport Bridge as it enters Narragansett Bay after sea trials.

◄ ENS Krystee Knott plots the ship's course from the bridge.

◄ Preparing for the ship's port arrival, a seaman rounds up a life ring and chaff cannister.

▼ BM1(SW) Jeff Reese gives helm instructions to Jesse McKinney and Josh Bolieiro while USS *The Sullivans* (DDG 68) conducts training off the coast of Rhode Island.



and dedication to their ship and to the Navy. This spirit mirrored by the memory of the brothers from Waterloo, Iowa, who never returned from the sea. A second ship bearing the name *The Sullivans* (DDG 68) spent two weeks in Newport, R.I., where it underwent its first at-sea operations with other ships.

Steaming from its birthplace at the Bath Iron Works, Bath, Maine, the 18th *Arleigh Burke*-class, guided-missile destroyer is the first ship built from the keel up to accommodate a mixed-gender crew.

Casting off lines, *The Sullivans'* crew prepared for its first operational exercise.

Cautiously clearing Narragansett Bay in a mist-thick fog, *The Sullivans* steamed in formation with five NATO force ships of the Belgium/Netherlands task group. Although a dense, sea-hugging cloud kept the ships of the formation invisible to one another, *The Sullivans'* crew had their first opportunity to train in low-visibility maneuvering.

As the sun burned through and cleared the fog, the crew swung into an at-sea routine of engineering casualty drills, small boat exercises and high-speed runs that created a turbulent rooster tail wake billowing high above the flight deck.

Training the new crew members proved a challenge for the veterans. More than a third had never been to sea before. Not only was the ship concerned with training and qualifying their "unsalted" personnel, but also with the safety of the "riders" aboard.

Scattered throughout the ship, exploring the spaces, were 15 photographers and journalists. There were also 20 students and teachers from Boston's Timilty Middle School. Each student had been recognized for good citizenship within their communities.

"The ship makes me too dizzy," said 11 year-old Lily Chan. "But, I liked the high-tech stuff."

Leading the Navy into the future, *The Sullivans*



➤ BMSN Darren Hutchison monitors the ship's rudders in aft steering.

has a long history and tradition. After a close family friend was killed during the Japanese attack on Pearl Harbor, all five Sullivan brothers decided to enlist in the Navy. Petitioning the Department of the Navy with a request to be stationed together, they were assigned to the cruiser *Juneau* (CL 52).

Arriving just in time for the ship's commissioning, they reported aboard *Juneau* in New York City. During the invasion of Guadalcanal, the crew earned their first battle star. A few weeks later, off the coast of Savo Island, *Juneau* was struck by a torpedo on the port side.

▼ Sailors from the Netherlands come alongside USS *The Sullivans* (DDG 68) as the two navies exchange personnel.





➤ OS2 Stephanie Smith explains her watch station display to a Dutch sailor.

Limping toward the safe port of Espiritu Santo with five other ships, *Juneau* met her fate. A second Japanese submarine attack placed two more torpedoes into *Juneau*. Exploding, *Juneau* sank in less than a minute, leaving the impression that no one could have survived. Concerned about another attack, the other ships withdrew at maximum speed.



An estimated 100 Sailors were left clinging to debris after *Juneau* sank. Joseph, Francis, Albert and Madison Sullivan, all died when *Juneau* sank Nov. 13, 1942. The oldest brother, George, was one of the Sailors awaiting rescue. He spent the next seven days adrift. All but 10 Sailors died from battle wounds, exposure and shark attacks. George Sullivan was not among them.

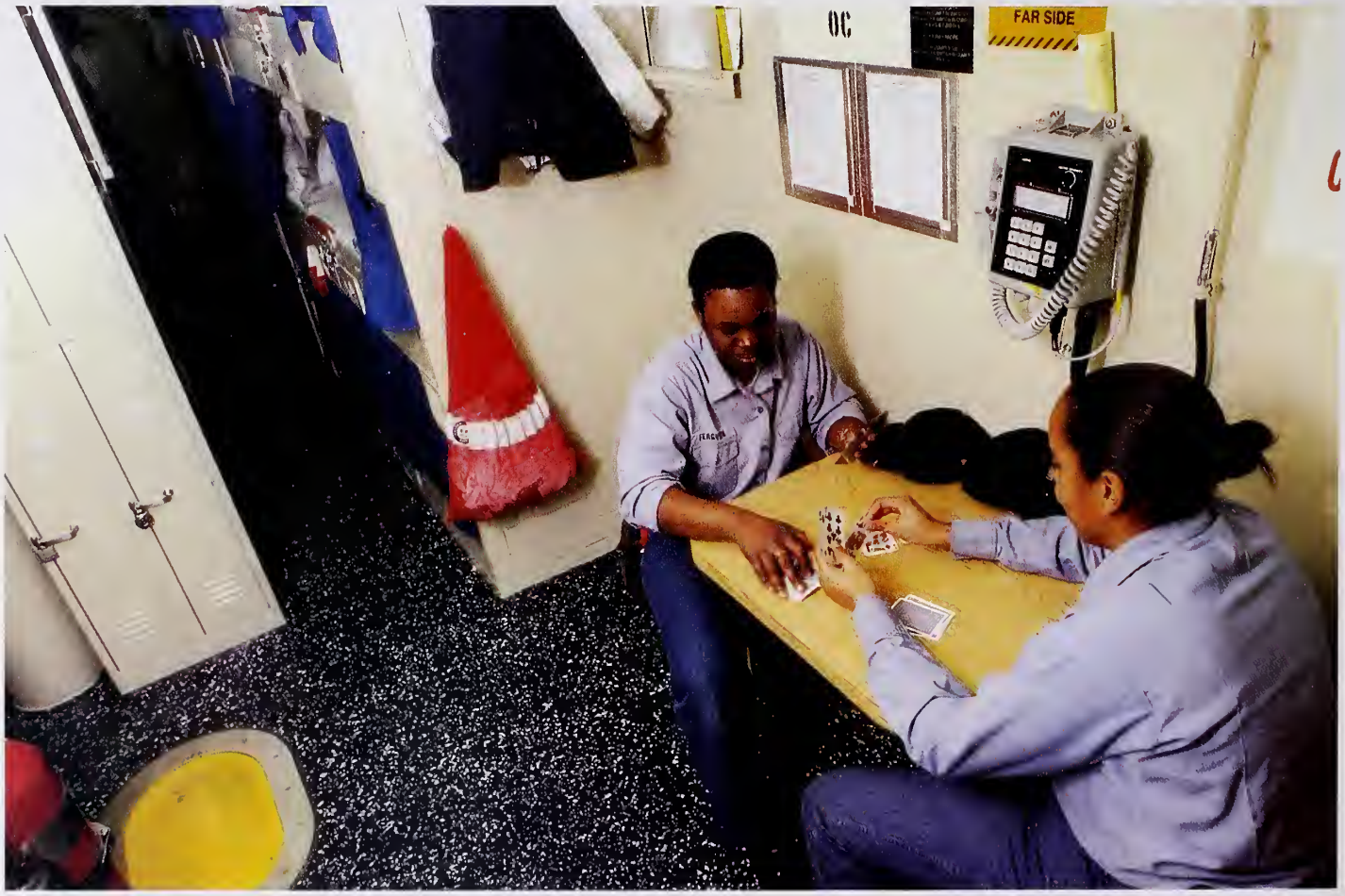
In April of 1943, Alleta Sullivan, mother of the five young men, christened a new warship honoring her sons. USS *The Sullivans* (DD 537) was the first destroyer to be named for more than one person.

The ship went into combat Jan. 24, 1944. Supporting the fleet throughout the Pacific campaign, it earned nine battle stars. Nicknamed the "lucky ship," *The Sullivans* never experienced serious damage. The ship also survived the typhoon of December 1944 which sank three other ships in the task group en route to Manila.

After three years of service, *The Sullivans* was placed out of commission until 1951 when it was called upon again for the Korean War. Homeported in Newport, R.I., after decommissioning, *The Sullivans* served as a school ship for surface warfare students at Destroyer School in Newport. Now, the decommissioned destroyer is a nautical museum in Buffalo, N.Y.



➤ The Sullivan brothers died as shipmates when the cruiser *Juneau* (CL 52) was sunk off Guadalcanal Nov. 13, 1942.





Reviving the Sullivan legacy, Kelly Sullivan Loughren, granddaughter of Albert Sullivan, smashed a bottle of champagne on the bow of the designated DDG 68, Aug. 12, 1995. As the large gray hull slid down the ways into the Kennebec River, Loughren closed her remarks with, "May the luck of the Irish be with you and your crew."

The 505-foot long ship is outfitted with the latest in *Aegis* technology and a mix of *Tomahawk* and other vertically launched missiles for air defense, and strike warfare missions.

USS *The Sullivans* was commissioned April 19, 1997 at Staten Island, N.Y. The ship is homeported in Mayport, Fla. ⚓

Gay is a photojournalist assigned to the U.S. Naval War College, Newport, R.I.

SA Natasha Ferguson and SR Angelic Wheeler take a break to play a game of cards in women's berthing. USS *The Sullivans* is one of the first ships built from the keel up to accommodate a mixed-gender crew.

▲ During a high-speed run USS *The Sullivans* (DDG 68) kicks up a rooster tail as the ship exceeds 30 knots.

> *"May the luck of the Irish be with you and your crew."*
>
> **— Kelly Sullivan Loughren, granddaughter of Albert Sullivan**

There is no 'I' in Team



Photo by PHAA Caroline Hammonds

▲ LTJG Tristan Rizzi (right) leads other BUD/S candidates from Class 212 in team physical conditioning with a heavy log at Naval Special Warfare Center, Coronado, Calif.

Story by JO2 Rich Henson

Teamwork doesn't just happen – it's created.

It's built methodically through hours of physical and mental training. In the beginning, all students are individuals, but at the end, there is no one outstanding member of the group; all are equals. Regardless of individual strengths and weaknesses, the success of a mission depends on the cohesion and unity of the team.

Nowhere is this concept more important than in the Navy's special warfare community, where teamwork is drilled into the consciousness of future SEALs during Basic Underwater Diving/SEALs (BUD/S) training at the Naval Special Warfare Center, Coronado, Calif. At the start of the grueling, six-month training schedule, it quickly becomes evident to every BUD/S candidate that success hinges not on what they do by themselves, but what they do together.

"Teamwork is the key factor in completing BUD/S," said BUD/S officer candidate LTJG Tristan G. Rizzi, a former resident of Hampton,



Photo by PH2 Felix Garza Jr.

◄ BUD/S candidates hoist a rubber raft over their heads during 'surf passage' team-building training.

▼ Students prepare to launch their rafts during team-building training.



Photo by PH2 Felix Garza Jr

N.H. "We are taught to trust and rely on each other. Everyone has a weakness and it's up to the team to overcome these weaknesses and ensure success."

BUD/S instructors place teamwork in the same bracket as physical training and tactics.

"A majority of the jobs we are called upon to complete are impossible if attempted alone but attainable if done as a group," said Gunner's Mate 2nd Class Douglas F. Sjolund, a BUD/S instructor from Sudbury, Mass. "There are a lot of times when a situation arises and only the combined skill of several people will be able to work through the problem."

"Each mission is carefully planned and rehearsed," said BUD/S officer candidate ENS Jeremy M. Komasz, a native of Egg Harbor Township, N.J. "If all but one person is following the plan, that person not only endangers himself but the entire platoon and



Photo by PH2 Felix Garza Jr.

➤ UDT/SEAL Instructor ICCS William J. Goward points out a discrepancy to a raft crew during 'surf passage' team building training.

➤➤A raft breaches a breaker during 'surf passage' team-building training on the Southern California coast.

the mission itself. An individual can compromise a mission and even cost someone their life. There is no room in the SEAL community for anyone with a 'me first' attitude."

BUD/S candidates are taught from Day 1 that teamwork will be the only way they will make it through the intense training.

"We eliminate the focus on individuals," said BUD/S Instructor Senior Chief Interior Communications Specialist William J. Goward, a former resident of San Bernardino, Calif. "By holding everyone in the class responsible for not completing an assigned task, the entire class deals with the consequence."

One of the most demanding aspects of team-building is the "Surf Passage" exercise, where groups of seven candidates use rubber boats with oars to paddle into the ocean through breaking waves. If successful, the team makes it through the breakers. If a boat is swamped, the team retrieves its members and attempts to complete the training. Whether in success or failure, the participation of the unit as a whole underscores teamwork.

"No one person can complete any given mission by himself in the teams," said enlisted BUD/S candidate Aviation Support Equipment Technician 2nd Class Joseph Jones IV, of St. Louis. "That is why the organization is called 'SEAL teams.'"

At the end of their 25 weeks of training, the candidates learned the value of cooperation. For those who hope to some day wear the gold trident, the teamwork skills they were taught will forever play a vital role in their careers as SEALs.

"We instill the concepts of team integrity, hard work ethics and the confidence in knowing that anything is possible as long as they, the team, approach it with the can-do attitude," said Goward. ⚓

Henson, Garza and Hammonds are assigned to the Navy Public Affairs Center, San Diego.



Photo by PH2 Felix Garza Jr.



Navy doctors take eye care south to Guatemala

Story by JO3 Andee Montgomery, photos by PH2 Rick Poorman

The line formed early in the day outside the gates of the makeshift hospital. Hundreds waited, hoping to see a doctor for the first time. Word spread of their arrival long before they left Bethesda, Md. – American doctors are coming. The promise of medical care to this remote area of Guatemala devastated by civil conflict lured hundreds to seek doctors, even if it meant walking more than 24 hours to reach the remote site.

A team of doctors, consisting of LCDR Asa Morton, CDR John Avallone, LCDR Athanasius George and Hospital Corpsman 3rd Class Rick Hawkins from National Naval Medical Center's Ophthalmology department in Bethesda, traveled to Guatemala along with the nonprofit group Helps International, spending 12 days providing eye care to those in the remote mountain village of Nebaj.

"I [was] very excited to be able to experience this type of training," said Hawkins. "I've been on USNS *Comfort* (T-AH 21), but this [was] a more real-world clinical environment."

Morton, who traveled to Guatemala last year, noted the importance of bringing medical services to Guatemala. He also thought the training and experience doctors receive is beneficial for future Navy humanitarian relief efforts.

"Twenty-nine Guatemalan nurses [trained] alongside the American doctors and nurses," said Lois O'Neal, group leader with Helps International. "It's this type of training that's vital to the future of medical care in Guatemala."

Morton said he would like to see this kind of training for doctors in the Navy. "[When you] put them in a situation that could happen in the field you have to be very adaptable and ready for any situation, especially when you don't know if the electricity will go out, or you may not have all of the equipment you would have in a clinic." By working alongside the nurses from Guatemala, they also brought the nurses something for the future.

"It's like the version of the old parable," said Morton. "You can give a man a fish and he'll have food for a day, or you can teach a man to fish and he'll have food for a lifetime." ⚓



▲ LCDR Asa Morton operates on a Guatemalan patient while LCDR Athanasius George assists.

➤ The rugged terrain of the Guatemalan Highlands holds beautiful sights for many of its inhabitants. Many others are unable to appreciate these sights because of their vision problems.

➤ After the word spread of the arrival of American doctors, hundreds of Guatamalans waited outside a makeshift hospital.

Montgomery is a staff journalist assigned to National Naval Medical Center public affairs. Poorman is assigned to Navy/Marine Corps News.







◄ A Guatemalan woman stands inside the makeshift eye clinic after her procedure.

BATTLE

2nd Fleet
3rd Fleet
2nd Fleet
3rd Fleet
2nd Fleet
3rd Fleet
2nd Fleet



2nd Fleet
3rd Fleet

READY

Our carrier battle groups (CVBGs) and amphibious ready groups (ARGs) train together to ensure immediate readiness for a wide range of contingencies. When deployed, our CVBGs and ARGs with embarked Marines provide combatant commanders with the appropriate naval force to respond to imminent or existing world crisis. Depending on the need, we may deploy individual units such as submarines that may operate individually or as part of the total force.

Once overseas, our forces provide a presence that deters aggression from rogue nations. If presence should fail, we take advantage of the reach of our sensors and weapons and rapidly come together from our forward-deployed positions to project awesome power over large areas.

Both CVBGs and ARGs when deployed must always be battle ready to respond to these requirements. Being battle ready takes the training, teamwork and pride of every asset in the theater of operation. In the following pages, we will look at what goes into making our force the premiere naval force of the world. ⚓

▼ A *Tomahawk* cruise missile launches from USS *Russell* (DDG 59) in the Northern Arabian Gulf during the initial hours of Operation *Desert Strike.* (U.S. Navy photo)

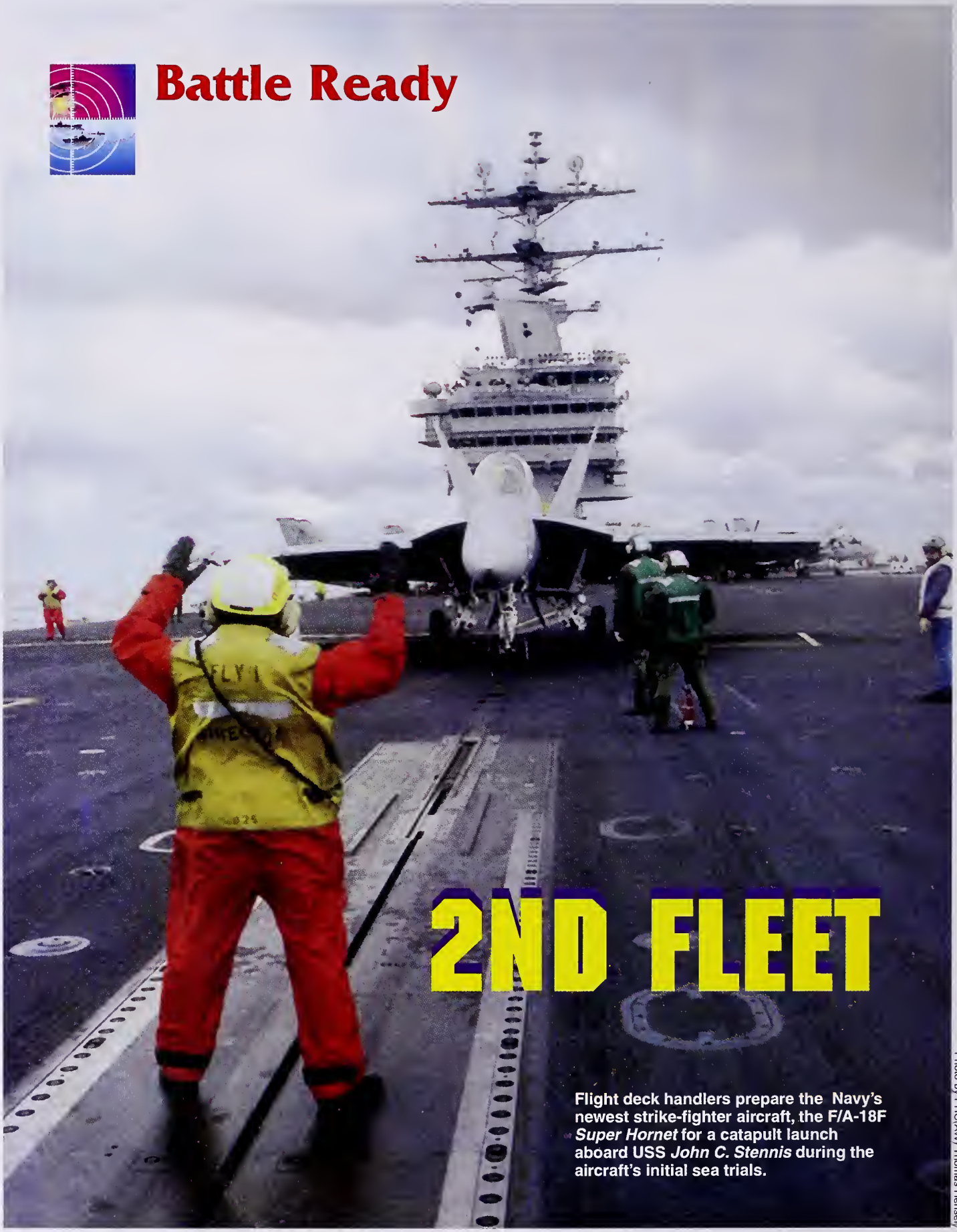




▲ USS *Mitscher* (DDG 57) cuts through stormy North Atlantic seas during refueling operations. (Photo by PHAN Jacob L. Hollingsworth)

◄ An F/A-18D *Hornet* from VFA-125 moves into position to be catapulted into action. (Photo by John F. Ellingson)

Battle Ready



Flight deck handlers prepare the Navy's newest strike-fighter aircraft, the F/A-18F *Super Hornet* for a catapult launch aboard USS *John C. Stennis* during the aircraft's initial sea trials.

Photo by PHC(AW) Thomas Hensely

Building the Fleet Team

Operating in both the Atlantic and Pacific Oceans, the U. S. 2nd Fleet is the largest of the Navy's five numbered fleets. Covering more than 38 million square miles, 2nd Fleet spans the Atlantic Ocean from the North Pole to the South Pole, from the eastern shores of the United States to the west coast of Europe, both coasts of South America and a portion of the west coast of Central America. The 2nd Fleet defends the United States and supports adjacent theater commanders, especially those in Europe.

The 2nd Fleet Commander also serves as U.S. Atlantic Command joint task force commander and a NATO cobined force comander.

In peacetime, 2nd Fleet's primary responsibility is to train the Atlantic battle fleet in war-fighting skills, develop and evaluate new naval tactics, and to maintain theater battle group war-fighting readiness.

In this capacity, 2nd Fleet becomes Joint Task Force Commander 950 for Joint Task Force Exercises in support of U.S. Atlantic Command's training program. These biannual exercises center on the forward-deployed rotational forces and provide joint tactical interoperability training to CONUS-based joint forces. According to the man responsible for preparing the fleet for deployment, getting the most out of that training is vital.

"We're really about rotational forces. Constantly, we are deploying forces. As the downsizing has occurred we're still deploying like we always have. So, the issue for us is to do this as effectively and as efficiently as possible," said VADM Vern Clark, Commander, U.S. 2nd Fleet.



Photo by PH1 Gregory S. McCreash

▲ QM3 Ali J. Wilkerson plots a course on the bridge of USS *Anzio* (CG 68).



Photo by JO2 Joe Clark

"We're constantly evaluating our end product to find out what we're doing well and what we can do better. We are learning we can potentially reduce underway days and make life better for Sailors."

The 2nd Fleet has a permanent assignment within NATO's Supreme Allied Command-Atlantic as Commander, Striking Force Atlantic. As such, Clark commands a multinational force whose primary mission is to deploy a combined joint task force to deter aggression and protect NATO's interests. Clark said 2nd Fleet's makeup and training are indicative of the Navy's future and that one need look no further than recent fleet exercises which highlight that future.

"We're made up of an array of talent, a collection of people that really reflect how we're going to fight tomorrow," said Clark. "We are constantly developing ... people and forces who know how to work together." ⚓



Photo by PH3 James W. Olive

Keeping the 3rd Fleet ready

The task of keeping watch on more than 50 million square miles of open ocean may seem gargantuan at the very least. With more than 80 ships, 1,200 aircraft and almost 200,000 Sailors and Marines in their holster, the 3rd Fleet is a formidable seagoing power in the Eastern Pacific.

From the deck of his command ship, USS *Coronado* (AGF 11), VADM Herbert A. Browne stands that watch now, much as his predecessor ADM William F. "Bull" Halsey did at the birth of the fleet on the raging waters of the Pacific during World War II.

What they train for ...

"We think of ourselves as having two primary operational roles, and then a third training role. I would say we expend as much or more energy preparing forces to deploy," said Browne.

"This makes sense, since the likelihood of a major conflict happening in the Eastern Pacific anytime soon seems improbable in the near future. So the focus of the 3rd Fleet's energies has been toward preparing its vast arsenal of Sailors, aviators and Marines for their more critical roles in the balance of world peace when they venture to the Western Pacific and the Middle East," Browne added.

"When you're on a carrier, you've got a bunch of other ships in your battle group. You've also got the air wing and the Marines to consider," said Aerogra-

◄ USS *Lake Erie* (CG 70), USS *Chosin* (CG 65), USS *Mount Hood* (AE 29) and USS *Cimarron* (AO 177) conduct operations in the Pacific Ocean. The ships are part of USS *Constellation's* (CV 64) battle group now on deployment.

pher's Mate 1st Class Deborah Tankersley, 3rd Fleet Weather Division LPO, from Catlin, Ill. "So I teach the weather forecasters out there to be aware of who is out there, consciously think of [their missions] and be prepared to pass information on to the right people," she said.

Who they train ...

In keeping with the Navy's strategic concept of "Forward ... From the Sea," the 3rd Fleet keeps a versatile naval force afloat at all times. The most forward-advanced and agile component within the reach of the fleet's influence is the ready battle group. Consisting of an aircraft carrier with its air wing and a support structure of surface combatants, submarines and support ships, the battle group remains ready to respond to any emergency within 96 hours.

A little closer to home, the carrier task groups and amphibious ready groups spend their time resting and training between deployments, yet remain ever-ready to combine with other task groups and forces from other branches to support specific missions.

How they train 'em ...

The 3rd Fleet is in a continuous training mode to meet their responsibility of maintaining watch over the Northern and Eastern Pacific, where there are a number of very real, potential threats.

"We prepare our maritime forces in the Pacific to provide the presence and be the stabilizing influence that's so important," said Browne.

To back up the image they project in the Pacific, they maintain a regular schedule of exercises that keep home-ported ships and personnel ready to meet any challenge when they set sail for a deployment. Two Joint Task Force Exercises are conducted each year that put the carrier groups through the paces in mock contingency operations on a large scale. Every other year, the fleet conducts a primarily amphibious exercise called *Kernel Blitz* that puts the amphibious element of the fleet to the test.

In odd numbered years, 3rd Fleet participates in the *Rim of the Pacific (RIMPAC)* exercise which is the largest multinational exercise conducted in the Pacific. Last year's combined effort was the largest in history, attended by more than 50 ships, half a dozen nations and more than 30,000 people.

According to current figures, The Pacific Basin is a region of dynamic political and economic growth. Because of this, the Pacific Basin controls 36 percent of U.S. trade to the tune of about $1.7 trillion annually. With the responsibility of protecting an area of such importance to U.S. interests, the 3rd Fleet remains dedicated to ensuring the forces it sends to sea are fully prepared to meet any mission. ⚓



Photo by Sean Megy

▲ An anti-submarine warfare specialist monitors Arabian Gulf activities on board the nuclear-powered aircraft carrier USS *Carl Vinson* (CVN 70).

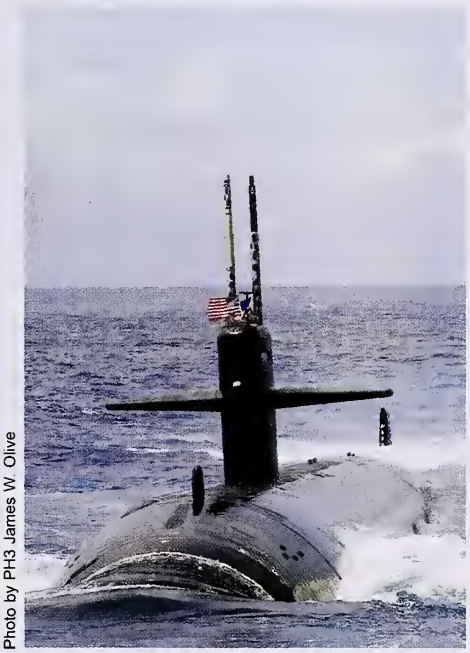


Photo by PH3 James W. Olive

▲ USS *Key West* (SSN 722) conducts surface operations and is now deployed with USS *Constellation's* (CV 64) battle group in the Arabian Gulf.

Learning how to survive

Story JO2 Rodney Furry

You worked hard to earn your rate, and you deserve it. You work even harder at showing your supervisors you can be the best in your field, and you're well on your way to proving it. But where will you be when the General Quarters alarm comes roaring over the 1MC? Now that you know the duties in your shop, are you ready to shift gears and be a Sailor at a moment's notice? These are questions Sailors are forced to ask themselves every time their ship gets underway.

Air Traffic Controller 2nd Class Henry Sauls is attached to HSL-43 at NAS North Island, Calif., said he's already been on one deployment to the Western Pacific (WESTPAC) and is back at Fleet Training Center (FTC), San Diego, brushing up on his flight deck fire-fighting skills as his squadron prepares for another WESTPAC aboard USS *Gary* (FFG 51). Although he hopes he never has to don fire-fighting equipment aboard *Gary*, he isn't kidding himself about the necessity of being prepared.

"You have to have some kind of [basic] knowledge before you hit the deck," Sauls said. "That's what they teach you here, so when it's time to respond to an emergency and look out for your shipmates, you don't let them down," he said.

Approximately 60,000 Sailors go through the doors of the FTCs in San Diego and Norfolk every year, assuring that the crews who deploy are skilled in all aspects of their job, from rate-specific tasks to basic seamanship. Nobody really wears his or her rate when they go to the FTC, because they're training for what could happen anywhere on the ship, and the training doesn't discriminate by job description.

"The most important thing to remember is that it doesn't matter where you work, a live fire is hot and dangerous," said Aviation Boatswain's Mate (Fuels)(AW) 1st Class Joel D. Hutton, a fire fighting instructor at FTC. "So even if you don't work on the flight deck or hangar bay, what we teach helps everyone pitch in during a fire."



Photo by PH1 Todd Cichonowicz

▲ Fire fighters search for embers during a mock Alpha-class fire drill held aboard USS *Oliver Hazard Perry* (FFG 7).

Brushing up on fire-fighting skills and being ready to pitch in during emergencies are only part of what it takes for a Sailor to fit into the big picture. There's probably not a Sailor anywhere, ship or shore, who



BUILD A SAILOR

doesn't have some kind of collateral duty. Being able to wear several different titles is one of the things that makes life in the Navy different.

Chief Signalman (SW) Jim Norrell served aboard small ships early in his career. After a couple of tours on aircraft carriers, he serves aboard USS *Shiloh* (CG 67). He appreciates the range of knowledge individual shipmates have aboard the "small boys," noting that they're a perfect example of Sailors who are prepared to do a variety of tasks for the sake of the whole ship.

"On a small ship, you get spread really thin," said Norrell. "You're expected to be a part of just about everything. So you really learn your place on the crew."

As a supervisor, he likes to see shipmates take



➤ Students attack a simulated aircraft fire during training at FTC San Diego in preparation for deployment.

Photo by JO2 Rodney Furry

pride in doing jobs that take them out of their respective workspaces. He said at times it is hard, but those who succeed are the ones who keep in mind what's best for the ship.

Standing soaking wet in a foot of water, Seaman Operations Specialist Edward P. Sovis is an example of a Sailor who knows his place on the crew. After an hour of battling an onslaught of water in the FTC's damage control wet trainer, he looks less like an operations specialist, and more like a hull technician having a bad day. But he's smiling as he explains that training for his role on a damage control repair party is what makes his first job, that of a Sailor, so much fun.

"I know if I improve myself by studying and getting to know all of the jobs on the ship, I can pass that on to other people – whether they're new people coming in, or some of my senior shipmates who haven't had time to get out of the shop," said Sovis.

Sovis is serious about his role as a shipmate. Although he's unsure which he'd rather do full time, he's found a happy middle ground between being an operations specialist and being a damage controlman. "I sat down with my chief, and the damage control chief, and they worked it out so I could do both jobs that I love. Now I'm doing both and it's great," he explained.

Individual motivation appears to be contagious



Photo by JO2 Rodney Furry

▲ Hose teams learn how to work together to battle a simulated aircraft fire.

"We all share the knowledge. That's how we learn as individuals to become a tighter team."

– OSSN Edward P. Sovis

aboard *Shiloh*, where he claims the seaman community has a good system of communication that helps them prepare for the many responsibilities they'll tackle during a deployment.

"We really stick together and feed off each others' knowledge, not just what's passed down to us. If one of my peers is doing well in a certain area, everyone else will ask him for help. We all share the knowledge. That's how we learn as individuals to become a tighter team," he said.

That individual motivation and the desire to get involved in the whole ship's mission is what makes a winning Sailor according to Norrell.

"When I see a Sailor who genuinely cares about [self-improvement] and pulling their load on the team, progress is inevitable, and we can go anywhere in the world." ⚓

Furry is a San Diego-based photojournalist for All Hands.



Photo by PH3 WV. Davis

▲ Students learn how to repair a ruptured water line during training at FTC's damage control wet trainer.

BUILD A TEAM



USS *Gonzalez* (DDG 66) steams through the water during sea trials. (Photo courtesy of General Dynamics)

Battle Ready

Photo by PH1 Gregory S. McCreash



➤ View from within Combat Information Center aboard USS *Anzio* (CG 68) during a live missile shoot off the coast of Wallops Island, Va.

➤ Barry Werner, *Aegis* Console Operator's Course Instructor, explains how the system works to LTJG Stephanie Kogler to prepare her for duty aboard USS *Vella Gulf* (CG 72).

Photo by PH3 Sam Dallal



Together Everyone Achieves More

Story by JO2 Chris Alves

President Clinton approved the military response to the Iraqi attacks against the Kurds, Sept. 2, 1996.

The crew of USS *Laboon* (DDG 58) were briefed and readied for an attack that would involve hitting targets in Southern Iraq with *Tomahawk* missiles. The order came early Tuesday morning. With each crew member at their general quarters stations, the ship was poised for combat. This *Aegis* warship, with the combined effort of every crew member aboard, launched 14 missiles into the belly of Iraq. Mission accomplished.



Photo by PH1 Dee Anglin

For the members of the Combat Systems Team, the nerve center of an *Aegis* vessel, individual efforts led to team accomplishments. *Laboon's* team brought their individual talents together into an awesome display of U.S. military might. They developed their skills at two locations: the *Aegis* Training Center(ATC) in Dahlgren, Va., and the *Aegis* Combat Systems Center (ACSC) in Wallop's Island, Va., miles away from shopping malls and gathering holes.

Laboon's Combat Information Center (CIC) crew members, along with all other members from *Aegis* combatants, are required to go through these schools to become console operators. Although students are from different rates and commands they are taught to operate their specific watchstation.

"We're training individuals to operate a multi-million dollar weapons system as a team," said Fire Controlman 1st Class Marcel S. Castro, an instructor at ATC. "A lot of people depend on their performance and maturity levels. They're expected to do their jobs and be top-notch."

Once Sailors graduate from ATC, they go to their



Tomahawk **cruise missile launched from the aft of USS *Laboon* (DDG 58) in the Northern Arabian Gulf. (Photo by PH1(AW) Wayne W. Edwards)**

prospective commands and ultimately return to ACSC with their Combat Systems Team to undergo team training in Wallop's Island.

"You have an environment that allows your team to focus on training, tactics and [communicating]," said LT Jeff Munn, planning and operations division head at ACSC.

The ACSC gives *Aegis* Combat System Training Teams a fully operational mock "Ship in the Sand" to train aboard.

The instructors at ACSC put Combat System Training Teams (CSTT) into mock situations and real world conflicts.

"There's a lot of realism built into the scenarios, and with the exception of shooting a missile, it's pretty realistic," said LT Keith W. Rhodes, team training branch head for the *Aegis* Training Group.

The students go through a "pre-brief" before going into the combat system to do a scenario. The pre-brief discusses the operating area, geopolitical situation, intelligence and sometimes environmentals that relate to operating radar.



▲ Operations Specialist Wisley Fisher sits before the Bright Bridge Display on the bridge of USS *Anzio* (CG 68).

"These things are briefed for the ship to go into the combat system knowing what the threat is they're looking for," Rhodes said. Prior to going on deployment *Aegis* crews get intelligence briefs to determine the threat and possible course of action.

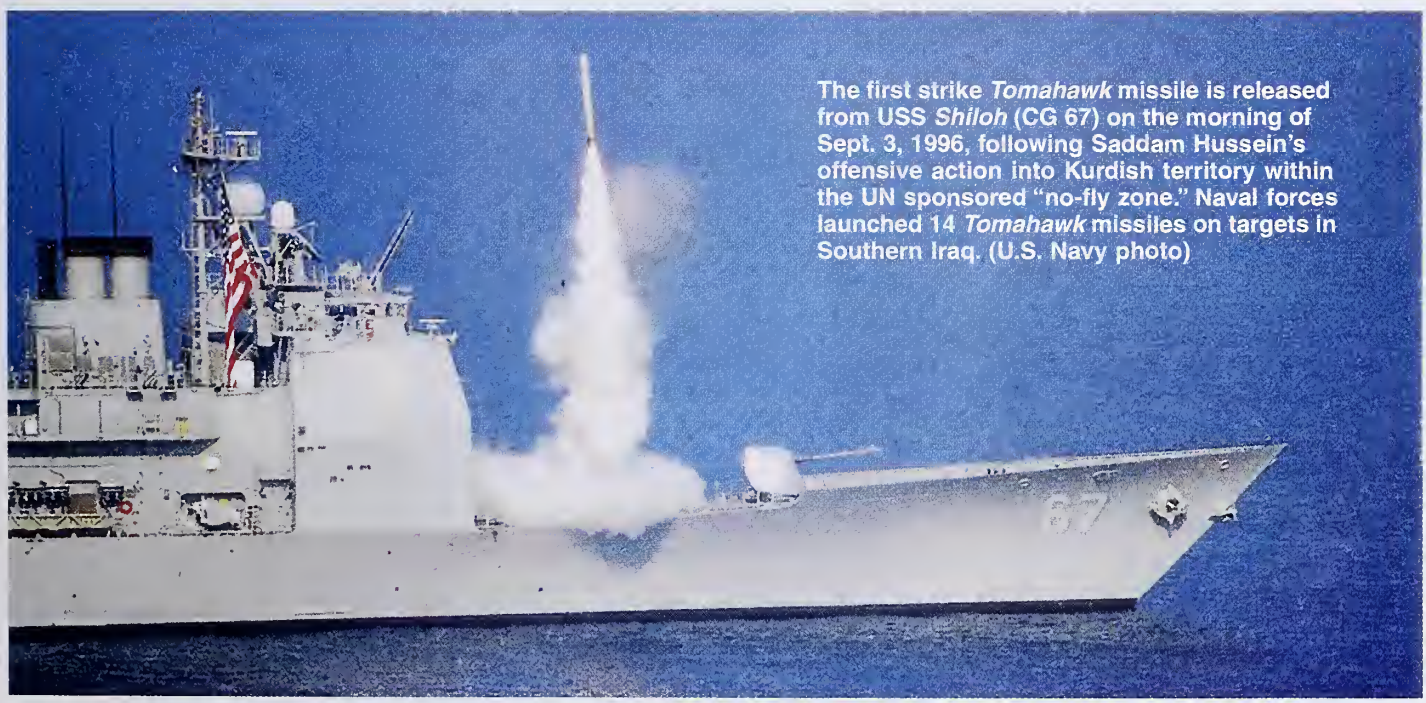
The key to success in dealing with these scenarios in school and the real world is effective two-way communications.

"You're taught the correct phrases and words to use while communicating on the network and how to get along better with your team," said Sonar Technician (Surface) 3rd Class Brian S. Gies, aboard USS *San Jacinto* (CG 56).

Students at the school agree that realistic scenario training is essential for a watchteam to be efficient.

"The best part of the program is that you can experience the thrill of battle and work with electronics," said Gies. ⚓

Alves is a photojournalist for All Hands.



The first strike *Tomahawk* missile is released from USS *Shiloh* (CG 67) on the morning of Sept. 3, 1996, following Saddam Hussein's offensive action into Kurdish territory within the UN sponsored "no-fly zone." Naval forces launched 14 *Tomahawk* missiles on targets in Southern Iraq. (U.S. Navy photo)



Photo by LTJG Stephen D

The Final Exam

Story by JO1 Ron Schafer

For months leading up to a deployment, Sailors and Marines go through a lot of training – from basic fire fighting and damage control to basic combat skills and weapons training. Whether they're getting ready to travel to the Mediterranean or sail throughout the Pacific, countless hours are spent making sure the knowledge they take with them is the most current and technologically advanced available. The responsibility for making sure that those deployable forces are indeed prepared for real-world operations falls on the shoulders of U.S. 2nd Fleet and U.S. 3rd Fleet.

To accomplish that goal, the fleet commanders hold a series of periodic training exercises designed to test the fleet's accumulated knowledge by conducting joint operations with a wide range of capabilities.

The most recent of those exercises was *Joint Task Force Exercise* 97-2, conducted off the North Carolina coast by Commander, U.S. 2nd Fleet. With more than 20,000 U.S. service members participating, JTFEX 97-2 tested the abilities of USS *John F. Kennedy*'s (CV 67) Carrier Battle Group, USS *Kearsarge*'s (LHD 3) Amphibious Ready Group and the U.S. Marine Forces Atlantic with elements from the 2nd Marine Expeditionary Force (MEF) and the 22nd Marine Expeditionary Unit. Additional participation included elements of the U.S. Army, Air Force, Coast Guard and the Canadian Maritime Forces.

The joint forces used a simulated crisis scenario to test their

◄ Two F-14B *Tomcat* aircraft from VF-143 pass over USS *George Washington* (CVN 73) during training operations.



Photo by PHAN Kris White

rapid-deployment capability and performed operations including the establishment of a "no-fly" zone using air, ground and amphibious forces. Applying state-of-the-art technology in all facets of the exercise, JTFEX 97-2 served as a type of "final exam," according to VADM Vern Clark, Commander, U.S. 2nd Fleet, "to certify that the forces that we train up are ready to go represent our nation in the forward areas of this world.

"When I take the ships to sea during JTFEX, the focus is to train them. The focus is a collection of people who really reflect how we are going to fight tomorrow. It means continuing growth and development of forces and people who know how to work together. That cooperation, that team building, is taking place on a continuous basis with COMFIFTHFLT and COMSIXTHFLT. They are able to tell me what kinds of skills these forces will need. We work them up here to make sure they're ready to go and represent our nation," said Clark.

▼ SN Robert Hunter of Detroit helps keep a mooring line taut as USS *Oliver Hazard Perry* (FFG 7) docks.

Photo by PH1 Todd Cichonowicz



As the culmination of months of training, JTFEX 97-2 was the first opportunity to test their skills in a real time situation. When put to the test, Sailor after Sailor proved that today's training provides the Navy with personnel who come to the fleet with a solid foundation.

"When we were in school, it seemed a lot harder than it really is," explained Operations Specialist Seaman Apprentice Jerritha L. Stacey of Pensacola, Fla., describing her watch station in the command information center aboard USS *John F. Kennedy*.

▲ Aviation ordnancemen with VFA-131 hoist a 500-pound bomb into place on an F/A-18C *Hornet* that is preparing to launch for a bombing training run.

"But, when you get in and work with the equipment, it's much easier. You just have to get used to really doing the job instead of an exercise that goes step-by-step."

Operations Specialist 2nd Class James B. King reported aboard *Kennedy* during its recently completed period in the shipyard. Coming straight from "A" school and having been through



Photo by PHAN Angela Jones

▲ Ramp Marshall PC3 Bice directs an LCAC from ACU-4 on shore to retrieve another piece of equipment and ferry it back to USS *Gunston Hall* (LSD 44).



Photo by JO1 Ron Schafer

numerous schools, the Savannah, Ga., native said he was anxious to get under way and put to practical use the extensive training he had received. JTFEX 97-2 helped whet his appetite for the upcoming deployment.

"It actually puts us in the environment — the theater of operations — in which we'll be operating," King said. "We already have a heads-up about what we'll be looking at when we get to the Med. Now, we're just starting to polish our skills so we'll know our jobs better and know what's expected of us."

King added that the real-time scenarios created for the exercise proved invaluable in helping him to realize how he and his shipmates fit in to the big picture that is U.S. 2nd Fleet.

➤ Marines from USS *Kearsarge* (LHD 3) Amphibious Ready Group move their Light Armored Vehicle (LAV) into position during JTFEX 97-2 training exercise.

Photo by JO1 Ron Schafer



➤ RM3 Tiko Porter of Atlanta, directs an LCAC from Beachmaster Unit 2 as part of JTFEX 97-2 amphibious training.

"In terms of my job back in detection and tracking as the tracking supervisor," he explained, "I found out, if my job isn't done, the tactical action officer won't have his picture from the other units in the link and the captain won't have his battle picture. Without the picture of the carrier, there will be no tactical assessment of the situation, no long range visibility of incoming contacts, or battle scenarios. So, if I don't do my part, the rest of the teams can't fulfill their missions. As small as it may seem, it's really huge."

Although junior Sailors benefit a great deal from this type of training, the value of a fleet exercise is not lost on veterans of numerous deployments who are now in senior leadership roles.

"For the Sailors who have never been on one of these before, it drives home the importance of what we do, as an amphibious fleet, to get the Marines to where they want to go," said LT Thomas B. Binner, the damage control assistant aboard USS *Kearsarge*. "The Marines are our external customer and it's our job to put them where they need to go. If it wasn't for them, this ship wouldn't exist.

"For the average supervisor, it cements everything on what we do," said Binner. "It drives home that we're here as war fighters first and boiler techs, machinist's mates, hull techs or damage controlmen second. That's our job. Trying to get that down to the deckplate level is a difficult task, but that's what a supervisor is supposed to do."

As the Navy moves toward the start of a new millennium, our ability to do more with less has never been more vital. Clark stressed the importance of fleet exercises like JTFEX 97-2 as valuable tools in the effort to ensure that today's Navy is the best-equipped, best-trained

Photo by PH2 Felix Garza, Jr.

▲ Petty Officer 3rd Class Jason Drum of Cape Girardeau, Mo., mans a .50 caliber machine gun during flight operations aboard USS *Ogden* (LPD 5).

fighting force in the world.

"When those forces go forward and they steam through the Strait of Gibraltar, they are fully ready and if they're not, we'll never send them," he said. "We're going to do everything that we have to do to make sure that they're ready. We will never sacrifice their preparedness." ⚓

Schafer is a Norfolk-based photojournalist assigned to All Hands.



Photo by PH2 Felix Garza, Jr.

▲ Two Marines run for positions after disembarking a Landing Craft Air Cushion (LCAC) from USS *Essex* during RIMPAC '96.


USS BARRY
DDG 52
CHICAGO BULLS
Are you ready to deploy?

Story by LTJG Chuck F. Millhollan

When Sailors prepare for an upcoming deployment, several things are going through his or her mind — mainly, the huge amount of responsibilities that need to be taken care of before departing. A question in the back of everyone's mind is, "How will my relationships endure or be affected by this deployment?"

Some relationships are stronger than others and may require special attention, like bonds with children. Everyone knows how to write home, but effective communication while deployed abroad takes effort.

According to Greg Bender, education and training supervisor for Family Service Center at Yorktown, Va., Sailors need to look at ways to communicate as well as several other areas, while preparing to deploy.

"Basically it's broken down into two areas: financial readiness — getting cars ready and other financial aspects, and family readiness — getting people in tune to the fact that somebody is going to be out of that system for six months or so," said Bender. "And that's a big deal, getting the family ready for that sort of occurrence."

Educating Sailors about the pros and cons of deployment are key elements to moving.

"Sometimes [Sailors] start out single and then get married. When you add a spouse, this is all new to them. That's why there is a continual need to educate people even though they may have deployed before. A single person knows how to deploy as a single person, but you add a spouse or a child and you've really added quite a dimension to that deployment that wasn't there before. I think there will always be a continuing need for education because things change. When you add spouses, cars and houses, it just gets more and more complicated as time goes on," said Bender.

The following checklist addresses how to prepare for deployment — whether you're with a family or by yourself. ⚓

Millhollan is a member of the VFA-131 "Wildcats," Jacksonville, Fla.

◄ BM3 Bond hugs his wife and son one last time before he departs on deployment aboard USS *Barry* (DDG 52). (Photo by PHAN Elizabeth S. Steward)

✓ Deployment checklist

❑ **Budget** — Make out a long-range budget to include those once a year expenses.

❑ **Allotments** — Start making arrangements as far in advance as possible.

❑ **Automobile** — Put your car in storage or arrange for a close friend to take care of it while you're gone. If you're leaving it with a family member, make sure you leave care and maintenance instructions with him or her.

❑ **Checkbook** — Who will write checks on what account? Are you each familiar with balancing the checkbook?

❑ **ID Cards** — ID cards are needed for all family members 10 years of age and older; check expiration dates; complete paperwork to renew if a card expires during deployment.

❑ **Will** — Everyone needs a will. Contact your local legal assistance office if you need to get one made.

❑ **Records** — Arrange for a safe deposit box at your local bank to store original records such as birth certificates, insurance policies, valuables, etc.

❑ **Insurance** — Car, life, renters or home.

❑ **Power of Attorney** — Will anyone need one for something special while you're gone?

❑ **Mail** — How often and what kind of information will you share? Number your letters.

❑ **Telephone** — How often will you call.

❑ **Duplicate calendars** — Note special events, birthdays, school and community activities. Keep each other updated.

❑ **Children's discipline** — Establish rules in advance for chores, curfews, etc.

❑ **Gifts** — Buy gifts in advance and leave with a friend or family member for anniversary, birthdays, special events.

❑ **Keep the connection** — Look for creative ways to communicate with your "special someone.



Photo by PH2 Jeffrey S. Viano

➤ Chinese naval infantrymen stand at attention aboard the People's Liberation Army (Navy) (PLA-N) destroyer *Harbin* (DD 112).

Chinese Sailors make historic port calls

Today's visit marks a major milestone in Chinese and American relations. Our navies are entering an era of peace and cooperation. Sailors around the world share a unique bond. Although we come from different backgrounds and cultures, we share a common love of country and respect for the sea."

With those words, ADM Archie Clemins, Commander in Chief, U.S. Pacific Fleet, described the significance of the visit of the People's Liberation Army (Navy) ships *Harbin* (DDG 112), *Zhuhai* (DDG 166) and *Nancang* (AO 953) to Pearl Harbor and San Diego in March.



Photo by JO1 Robert Benson

A U.S. Navy color-bearer displays the Chinese flag at the welcoming ceremony in Pearl Harbor.

It was the first time in eight years the PLA(N) made a port call in Hawaii and their first-ever visit to the continental United States.

"The common bond [between Sailors]," said Clemins, "gives a unique perspective as we come together to interact, build on our friendship and further the cause of peace." ⚓



Photo by PH2 Jeffrey S. Viano



Photo by PH2 Felix Garza

▲ A curious Chinese Sailor peers at the crowd of welcoming Americans lining the pier as *Harbin* pulls into Naval Base Pearl Harbor. *Harbin* was one of three Chinese ships visiting as a goodwill gesture between the American and Chinese navies.

➤ U.S. and Chinese Sailors compare uniform insignia during a tour aboard USS *Rentz* (FFG 46), homeported in San Diego. During the visits, Chinese Sailors had the opportunity to meet their U.S. Navy counterparts, tour U.S. ships and experience American culture.



Photo by JOC(SW) Jim DeAngio

▲ A Sailor from USS *Crommelin* (FFG 37) takes a breather with his Chinese counterpart during a series of basketball games.

➤ Chinese and American Sailors enjoy a friendly game of soccer at Naval Air Station North Island, Calif.

Photo by PH2 Jeffrey S. Viano



Photo by JO3 Marcus Myers

◄ A 1st Class Petty Officer fluent in Chinese translates for U.S. visitors aboard the PLA-N destroyer *Harbin* (DD 112).

▼ A group of American Sailors tours the decks of *Harbin*. Interaction between the two navies was designed to increase mutual understanding and confidence.

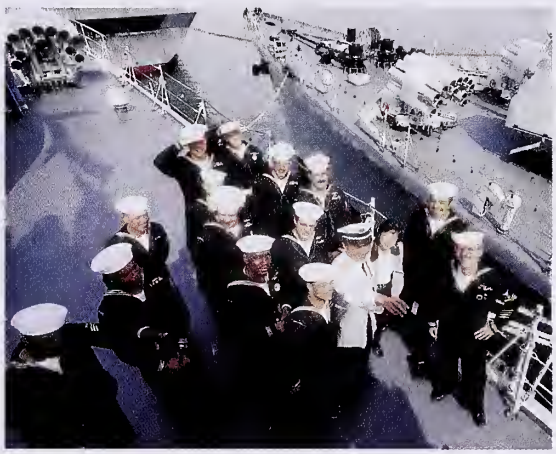


Photo by PH2 August Sigur



Photo by PH2 August Sigur

◄ SN Ricardo Ponche secures the Chinese naval vessel *Harbin* to the pier in San Diego. The visit marked the first time Chinese navy ships have visited a U.S. mainland port.

Welcome aboard shipmate

Story by Patricia Oladeinde



What's a Sailor to do after completing boot camp, finishing "A" school and receiving orders to a new duty station? That next step may depend on whether or not the Sailor's new command has a sponsorship program.

According to OPNAVINST 1740.3, every Sailor should be assigned a sponsor by the receiving command for all permanent change of station transfers, stateside and overseas, for ashore and afloat duty.

Sponsors play a key role in making a Sailor's transition easier. "When Sailors check on board, having essential information such as housing guides, maps, names and phone numbers, makes the transition much smoother," said Cindy Stewart, relocation counselor at the Navy Family Service Center (FSC) in Washington, D.C.

Helping families and single Sailors feel welcome and getting them settled into their new commands are what sponsorship programs are intended to do.

"A sponsor is primarily a link between the detaching active-duty member and the receiving command," said Amy Burton, relocation specialist at FSC, Naval Weapons Station, Yorktown, Va. "The sponsor is the big help for the service member who is going to a new base."

Part of Stewart's and Burton's job is to teach Sailors and Marines how to be good sponsors. "With an effective sponsor, Sailors and their families gain assistance and personal support necessary to ease the trauma associated with a new duty station," Stewart said. "Commands can expect improved performance and greater productivity from new members who are properly sponsored."

Most commands and FSCs have put together a sponsor checklist that is divided into three parts — pre-arrival, arrival and post arrival. The Navy also outlined the requirements commands should meet for a successful sponsorship program in OPNAVINST 1740.3

"What we do at FSCs," said Jim Mersereau, director of retired activities in San Diego, "is train the sponsor coordinator, and the sponsors on how to be good sponsors. The sponsor is the liaison with the new command and addresses any questions the new person may have. The sponsor also identifies resources the new person may need, whether it be personal resources or for his or her family.

"The best thing about the sponsor is that the new person or family will already know somebody that they can call and talk to," added Mersereau.

All Hands takes a closer look at what your command can do to enhance its sponsorship program to make your arrival and stay smoother. After all, sponsorship programs can be crucial to a Sailor's deployment, and those firsthand impressions can develop a strong sense of well-being. ⚓

Oladeinde is a staff writer for All Hands.

Are you sponsor material?

If you want to become a sponsor, here's what you need to do.

— Volunteer or be appointed by your command.

— Be an E-5 or above.

— Become thoroughly familiar with the contents of MILPERSMAN 1810580 and OPNAVINST 1740.3.

— Be aware of the difficulties involved in relocation.

— Be concerned for the welfare of others.

— Be dependable and anxious to see the program work.

— Be familiar with your command's mission, procedures, etc.

— Communicate promptly with incoming personnel and provide necessary assistance.

— Assist in the relocation of the member and his or her family upon arrival in the area, to include but not limited to, temporary lodging facilities, information concerning lease and medical facilities, the Family Service Center, Navy-Marine Corps Relief Society, etc.

— Upon reporting aboard, help the new member with all check-in procedures.

— Provide the new member with points of contact throughout his or her indoctrination period within the command.

Overseas PCS

Sailors and families who PCS overseas need additional information. Sponsors should send pre-arrival material by first class mail, contact new members by phone if possible or use E-mail, SALTS or other access systems.

— Advice on currency exchange and other practical matters, such as the cost of living, housing options, child care, transportation, etc.

— Information about the weather and a list of personal goods to bring along and what not to bring.

— A view of the culture, its language, laws, safety, opportunities for recreation, entertainment and landmarks.

Sponsor Checklist

Pre-arrival of Newcomer

✓ Send a welcome letter

- Call or write the newcomer at his or her command immediately (See sample sponsor letter in OPNAVINST 1740.3).
- Include your phone number, home, work (DSN and commercial).
- If there are family members, ask your spouse and children to write the new member's spouse and children.
- Find out how many children and their ages.

✓ Welcome Aboard packet

- Get a Welcome Aboard packet from your FSC.
- Mail Welcome Aboard packet to newcomer.
- If service member is married, include the employment section from the base and local paper.
- Visit the housing office for information on housing availability.
- Include a copy of the real estate section from the local newspaper.

✓ Lodging

- Arrange lodging for the newcomer and his or her family.
- If deposits are required, have the newcomer send a check or money order.

✓ Travel

- Request flight information so you can meet the newcomer at the airport.
- If the newcomers are driving, designate a meeting place and time for you to meet them.
- Mail a map and detailed directions of the designated meeting place.
- Before newcomers depart, call them to confirm orders and verify travel plans have not changed.
- You are required to keep your department head and Personnel Support Division informed of any change in travel and arrival plans of the newcomer.
- Keep in constant contact with the newcomer from the time of your appointment as a sponsor until the member arrives.

Arrival

- Meet the newcomer and/or family at arrival point.
- Escort the newcomer through the process of checking in.
- Help the newcomer locate the personal property office to check on household goods and auto shipments.
- Provide a tour of the base, pointing out the commissary, exchange, family service center, PSD, the credit union and other areas of interest.
- Escort the newcomer to the Housing Referral Office prior to renting or buying a house. (This is a must!)
- If the newcomer is unaccompanied, escort the Sailor to the BEQ or BOQ for room assignment.
- Offer to take the newcomer to the laundry or offer your washer and dryer.
- Other assistance
  - Help register children for school.
  - Arrange for pets to stay at a kennel, if needed.
  - Assist with vehicle registration and driver's license.
  - Have snacks available in temporary quarters.
  - Offer a ride to the commissary.
  - Invite the newcomer to dinner.
- Have a positive attitude:
  - Answer questions honestly about the command, but don't accentuate the negative.
  - Avoid opinions. Let the new person form their own.

Post-arrival

- Continue to assist the member any way you can.
- Continue to keep in contact with the newcomer.

Around the Fleet



Photo courtesy of Avondale Industries

Bob Hope christened in New Orleans

NEW ORLEANS — Christening ceremonies for the Navy's newest Military Sealift Command (MSC) ship took place March 15 at Avondale Shipyards in New Orleans.

The ship was named *Bob Hope* (T-AKR 300) in honor of the veteran entertainer's decades of devoted service to U.S. military men and women around the world.

Secretary of the Navy John Dalton was the principal speaker at the ceremony. Hope attended the ceremony with his wife, Dolores, who christened the ship. This is the first time an MSC ship has been named for an entertainer.

Bob Hope is the first of 14 large, medium-speed, roll-on, roll-off ships constructed from the keel up for the Military Sealift Command. They are being built to enhance strategic sealift capability as identified following the Persian Gulf War. The Defense Mobility Requirements Study recommended that DOD add 5 million square feet of sealift capability to ensure adequate at-sea prepositioning and urge shipping of U.S. military cargo.

Bob Hope will join MSC's Afloat Prepositioning Force in 1998. ⚓

1996 BATTLE 'E' WINNERS

WASHINGTON - Surface ships in the Atlantic and Pacific Fleets compete each year for the prestigious Battle Efficiency Award. The Battle 'E' recognizes a surface ship's sustained superior performance in an operational environment, through day-today demonstrated excellence and by superior achievement during ship certifications and qualifications.

Atlantic Fleet winners are: USS *Anzio* (CG 68); USS *Arleigh Burke* (DDG 51); USS *Barry* (DDG 52); USS *Boone* (FFG 28); USS *Carr* (FFG 52); USS *Conolly* (DD 979); USS *Devastator* (MCM 6); USS *Doyle* (FFG 39); USS *Fahrion* (FFG 22); USS *Gettysburg* (CG 64); USS *Grapple* (ARS 53); USS *Grasp* (ARS 51); USS *Guardian* (MCM 5); USS *Gunston Hall* (LSD 44); USS *Halyburton* (FFG 40); USS *Heron* (MHC 52); USS *Hue City (CG* 66); USS *Inchon* (MCS 12); USS *Kearsarge* (LHD 3); USS *Klakring* (FFG 42); USS *La Moure County* (LST 1194); USS *Laboon* (DDG 58); USS *LaSalle* (AGF 3); USS *Monongahela* (AO 178); USS *O'Bannon* (DD 987); USS *Saipan* (LHA 2); *USS San Jacinto* (CG 56); USS *South Carolina* (CGN 37); USS *Spruance* (DD 963); USS *Stout* (DDG 55); USS *Supply* (AOE 6); USS *Trenton* (LPD 14); and USS *Vella Gulf* (CG 72).

Pacific Fleet winners are: USS *Belleau Wood*(LHA 3); USS *Bunker Hill* (CG 52); USS *Callaghan* (DDG 994); USS *Chosin* (CG 65); USS *Cleveland (LPD* 7); USS *Cowpens* (CG 63); USS *Cushing* (DD 985); USS *Essex* (LHD 2); USS *George Philip* (FFG 12); USS *McClusky* (FFG 41); USS *O'Brien* (DD 975); USS *Port Royal* (CG 73); USS *Princeton* (CG 59); USS *Rainier* (AOE 7); USS *Russell* (DDG 59); USS

Shiloh CG 67); USS *Stethem* (DDG 63); USS *Vandegrift* (FFG 48); and USS *Willamette* (AO 180).

Chief of Naval Operations Admiral Jay Johnson congratulated the winners on their success: "Capturing the Battle 'E' is an important milestone for a ship and its crew. It is visible evidence of the teamwork, enthusiasm and professionalism that goes on throughout the fleet. I salute this year's Battle 'E' winners." ⚓

TAX ASSISTANCE IN '96 PAYS OFF

WASHINGTON - As of April 15, 1997, the Navy's team of tax preparers electronically transmitted 81,000 federal tax returns, prepared 27,000 federal tax returns and almost 27,000 state tax returns (up 70 percent from last year).

The Navy's Electronic Tax Filing (ELF) program grew nearly 800 percent in three years with 119 sites.

People with the IRS Volunteer Income Tax Assistance (VITA) program, handled more than $8 million in federal and state tax refunds with tax services valued in excess of $10.5 million. ⚓

WELLNESS UNIT AWARD

WASHINGTON - To enhance battle readiness by promoting health and fitness, COMNAVSURFLANT and COMNAVSURFPAC are co-sponsoring an annual Wellness Unit Award. Winners will signify their success by painting a green 'H' (for health) on their bridge wing alongside other Battle 'E' competition departmental awards.

Commands qualify for the 'H' by the fitness of their Sailors and their health promotion activities. ⚓

Story by Jan Davis, Bureau of Medicine and Surgery public affairs office.

McClusky Sailors help police nab fugitive

SAN DIEGO — Two USS *McClusky* (FFG 41) Sailors recently helped a La Mesa, Calif., police officer apprehend a violent suspect.

Electronics Technician 3rd Class Jason Miles and Operations Specialist 3rd Class Darren Shockney were driving up to their apartment when they spotted a La Mesa police officer wrestling with a violent man.

"They were wrestling right in front of our apartment," said Miles. "I asked the officer if he needed help and he said he did, so Darren and I came up to help. The officer said to be careful, because the subject had a knife."

Before the Sailors' intervention, Officer Bret Richards had become aware of the suspect's previous history of assaulting law enforcement officers and a warrant for his arrest for a similar incident. He called for assistance, but before another officer could arrive, the suspect fled. Richards had caught the suspect and was wrestling with him when the two Sailors arrived.



Photo by JO2 Rich Henson

La Mesa Chief of Police Walter Mitchell stated in a letter to each Sailor: "Had [the suspect] been able to obtain [the knife], he could have dealt serious or life threatening injury to Officer Richards. [Your] assistance kept this incident from deteriorating into a potentially deadly situation."

"I did what I felt was right at the time," said Miles. "I thought it was nice that the officer came over to our place and personally thanked us." ⚓

Story by LT Maxwell, USS McClusky (FFG 41).

Around the Fleet

WHIDBEY ISLAND WINS RECYCLING AWARD

WASHINGTON - NAS Whidbey Island's closed loop recycling program has earned the command a 1997 White House Closing the Circle Award from the Federal Environmental Executive Office. Closed loop recycling is reusing discarded materials. Plastics collected through the program were recycled into park equipment made completely of recycled plastic.

Whidbey Island's recycling program grew from recycling 4 percent of its waste stream in 1990 to 55 percent in 1996. During the seven-year period 38 million pounds of recyclable materials were diverted from the waste stream.

The savings totaled $3.5 million. ⚓

LAND MINE REMOVAL

NAVAL BASE GUANTANAMO BAY - U.S. Naval Base Guantanamo Bay, Cuba, is complying with a presidential order to remove the U.S. military's oldest active mine field. The order requires all mine fields to be eliminated by the year 2000 (with the exception of Korea).

Under the direction of U.S. Marine Barracks Ground Defense Security Force Minefield Maintenance Marines and the Explosive Ordnance Disposal (EOD) Detachment, assigned to Guantanamo Bay, the mines are being removed at a steady pace.

Base Commander, CAPT Jim Cannon, said the minefield removal is well on track and he expects to be in full compliance with the president's dateline.

"Removal of the mine fields along Guantanamo Bay's 17-mile perimeter fence line is an extremely dangerous mission and equally as dangerous as a topic of discussion," Cannon said. "There are numerous operational and security considerations to make, so let me call attention not to this issue, but to the people doing the work. Our Marines and EOD technicians are superb. They are highly trained, extremely talented and hard working. In Guantanamo Bay, that's a given requirement." ⚓



Photo by PH2(DV) Andrew McKaskle

Like the legendary Navy frogmen of World War II, AO1(EOD) David Ahearn attaches an inert satchel charge to a moored training mine in Guantanamo Bay, Cuba, as EMC(EOD) Angelo Owens stands off. The divers were conducting training in the waters near the naval station.

SILVER WAKE TRANSLATOR

ON BOARD USS NASSAU (LHA 4) - While growing up in Poland, Aviation Boatswain's Mate (Aircraft Handler) 2nd Class Steven Slezak never imagined one day he'd be aboard a U.S. warship translating for his former countrymen. But that's exactly what he did aboard USS *Nassau* (LHA 4) when refugees recently fled civil disorder in Albania during Operation *Silver Wake*.

While the Norfolk-based amphibious assault ship was off the coast of Albania, a group of Polish journalists found themselves escaping from Albania and took advantage of the U.S. offer to take them to safety. Slezak was called to assist them.

"The journalists actually went into Albania to cover the situation there," said Slezak. "They

didn't realize that it was going to get that bad, so they evacuated here."

Slezak spent the first 19 years of his life in the small Polish village of Ruskibrod. He left Poland and spent eight months in Vienna, Austria, before moving to the United States in 1980.

It wasn't long before Slezak began to miss Europe. "I was told by a veteran that the military has a lot of bases overseas," Slezak said. "So I went to a Navy recruiter and joined up." Since joining the Navy, Slezak has served two tours in Rota, Spain, and aboard USS *John F. Kennedy* (CVN 67) during Operation *Desert Storm*. ⚓

Story by JO1 Brian Roscoe, USS Nassau (LHA 4) public affairs office.

EQUAL OPPORTUNITY

STENNIS SPACE CENTER, Miss. - The Naval Meteorology and Oceanography Command, Stennis Space Center, Miss., has earned the Navy's highest recognition for equal employment opportunity (EEO).

DON selected the command as the 1997 Nathaniel Stinson Affirmative Action Leadership Award winner. The command was selected for its programs in human rights, race relations, equal opportunity, affirmative action and human resources.

The annual Nathaniel Stinson Award Program is open to all Navy commands and activities employing U.S. citizens. The program is named for a former Navy civilian engineer who became the first principal equal opportunity officer for the former Naval Materiel Command. ⚓

Story courtesy of Naval Meteorology and Oceanography Command public affairs.

Making naval history

PORT HUENEME, Calif. – When Mess Management Specialist Chief Brenda L. Gourdin says she has her military career "sewn up," she's not bragging. Bits and pieces of several of her Navy uniforms she's worn during a 20-year career have been stitched into a quilt.

Each of the quilt's 12 hand-stitched blocks is a milestone of her career, from her third class "crow" to the chief's chevrons and rocker of her MSC rating badge.

"I've had a diverse and fun career," said the Carlisle, Pa., native, "but it's time for me to move on and set new goals."



Photo by PH3 Ben Glade

Bits and pieces of MSC Brenda L. Gourdin's naval career have been stitched into a quilt of remembrance by her friend Sandy DeBode.

Gourdin plans to retire in September, and join her husband, Gordon, in Malaysia where she'll gather all the "bits and pieces" of her military career and do some sewing of her own.

"I love talking to people about my career, and I thought it would be a wonderful idea to put my experiences down on paper," she said.

Gourdin's quilt hangs on display among the sepia-colored photos of the Navy's Yeomanettes. ⚓

Story by JO2 Dawn Davis, a staff writer for the Seabee Coverall, *Port Hueneme, Calif.*

Around the Fleet

USS CORMORANT COMMISSIONED

TAMPA, Fla. - The coastal mine hunter *Cormorant* (MHC 57) was commissioned recently at Harbor Island, Tampa, Fla. *Cormorant* has a crew of five officers and 46 enlisted, and will be homeported at Ingleside, Texas.

Cormorantt is the seventh of 12 *Osprey*-class ships to be built. Ships of this class are the world's largest mine hunters to be constructed entirely of fiberglass. This ship is capable of performing reconnaissance, classification and neutralization of moored and bottom mines in coastal waters. It has a high-definition, variable-depth sonar and a remotely-operated robotic submarine used to neutralize mines. ⚓

MCPON SPEAKS TO MIDSHIPMEN

ANNAPOLIS, Md. - Master Chief Petty Officer of the Navy Master Chief Electronics Technician (SW/AW) John Hagan shared his insight into the special relationship between officers and enlisted Sailors during a recent



U.S. Navy photo

Antietam's rock band, "Extra Duty Men" jam at a popular night club in Melbourne, Australia.

USS *Antietam* Sailors rock down under

MELBOURNE, Australia — The sounds of American rock 'n roll filled the Australian air courtesy of crew members aboard USS *Antietam* (CG 54) and its rock band. During a recent visit to Albany and Melbourne, Australia, the band performed to crowds throughout the country.

"The Extra Duty Men," performed in Albany's town square and at a local night club. The town square performance made local headlines as "The biggest outdoor concert crowd in town history! " The band entertained the audience for more than three hours playing selections from The Black Crowes, Boston, Van Halen, ZZ Top, The Smithereens, The Goo-Goo Dolls, The Beatles and AC-DC.

The Extra Duty Men next rocked in Melbourne. They attracted more than 150 people to one of Melbourne's top nightclubs for their greatest performance. The show earned rave reviews from the crowd.

The leader of the band is *Antietam* systems test officer, LTJG Vince "Ginger" Baker, on drums and backup vocals. Lead vocalist is Operations Specialist 1st Class (SW) Michael "Bear" Greer, of San Diego. Rounding out The Extra Duty Men are(from left to right in above photo: Fire Controlman 2nd Class James Schroeder, of Valparaiso, Ind., on rhythm guitar; LTJG Michael Davila, of Houston, on bass; Radioman 3rd Class Frederick Brooks, of Forest City, N.C., acoustics and vocals; Boatswain's Mate 2nd Class Robert Walton, of Baltimore, lead vocals and Signalman 2nd Class (SW) Michael Palmer, of Grand Rapids, Mich., lead guitar. ⚓

Story by ENS Chris Sherwood, USS Antietam public affairs.

speech to the midshipmen at the U.S. Naval Academy, Annapolis, Md.

Speaking about the Navy's Core Values, Hagan said, "Honor, Courage and Commitment have real meaning only in the context of the conduct of Sailors. A strong, honorable value system ensures specific challenges will result in predictable, honorable reactions.

"You, the brigade of midshipmen from this hallowed place, have a unique and special experience -- and with it comes an obligation to model, teach and promote understanding of our Core Values," Hagan said.

Midshipmen asked questions ranging from the roles of chief petty officers to the difference between good and bad traditions.

"If it is really a tradition, it is inherently good. It preserves some part of our past, ceremonially or otherwise, and our traditions are always consistent with and supportive of our Core Values," Hagan said. "If it's bad, it's not a tradition." ⚓

Story by JOC Cleve Hardman, public affairs assistant to the MCPON.

NTC SAN DIEGO LOWERS FLAG

SAN DIEGO - Naval Training Center San Diego lowered its flag for the last time April 30. Called the "Cradle of the Navy," the West Coast training station began as a recruit depot 73 years ago with four 'A' schools to serve a Navy powered by coal.

Secretary of the Navy John H. Dalton was the keynote speaker at the historic event: "The center provided training that inspired and strengthened the Core Values of Honor, Courage and Commitment, which resides in the heart of the Navy bluejacket," said Dalton.

"The legacy of this superb command lives both in the vision and professionalism our Sailors carry into the future and with the memories of valor and sacrifice cherished by our veterans." ⚓

Sailor dominates Tinman Biathlon

PEARL HARBOR — It was a tough race, but in the end it was a Sailor's prowess in the water that led him to victory.

CDR Mike Fitzgerald, nuclear war plans officer at Pacific Fleet headquarters, outswam 222 competitors to win the annual Honolulu Canoe Club Tinman Biathlon earlier year.

Fitzgerald was sixth coming out of the run-swim race, but caught up to the leader halfway through the 800-meter swim in the waters off Ala Moana Beach Park.

The 39-year-old native of Bremerton, Wash., clocked in at 26 minutes, 24 seconds, finishing 30 seconds ahead of his closest competitor.

"Coming first across the finish line is always neat; it's a great feeling," he said. "But it also felt lonely because there was no one there — 30 seconds is a long time in a race." ⚓



CDR Mike Fitzgerald outswam 222 competitors to win the annual Honolulu Canoe Club Tinman Biathlon earlier this year.

Story and photo by JO1 Rita Bargeloh, Pacific Fleet public affairs office.

Charthouse

Three-day PREVENT 2000 course now available

The Bureau of Naval Personnel (BUPERS) announced the availability of a new three-day "Personal Responsibility and Values Education Training (PREVENT) 2000" course.

This revised course, offered at 18 sites Navywide and designed for 18- to 26-year-old Sailors, addresses issues such as alcohol abuse and drug use prevention; interpersonal relations; health and readiness; and financial responsibility. Navy Core Values and personal responsibility are the heart of this course, which helps Sailors develop improved communication and interpersonal skills, as well as planning and decision-making capability.

The course is a key component of the Navy's "Right Spirit" Alcohol Abuse Prevention Campaign. The goals of "Right Spirit," launched in 1996 by Secretary of the Navy John H. Dalton, are to enhance fleet readiness by reducing alcohol abuse and related incidents; to maintain a safe and productive working environment; and to ensure quality of life for Navy members, shipmates, their families and the communities where they live.

For enrollment, quota procedures, course locations or additional course information, commands should contact LCDR Ann Vertel or Mr. John Schultz, PREVENT Program Office, Drug and Alcohol Program Management Activity (DAPMA) at DSN 524-8105/8121 or (619) 524-8105/8121 (DSN 524). ⚓

Presidential Support Duty

The White House Communications Agency (WHCA) is looking for qualified enlisted personnel to join their team of professionals.

WHCA is a joint service organization that provides worldwide telecommunications and other support services for the President of the United States in Washington, D.C., and at worldwide travel locations.

Personnel assigned to this unique organization wear civilian clothing, and work with state-of-the-art equipment. Enlisted personnel receive a civilian clothing allowance. Interested personnel possessing a specialty in electronics, communications, or computer operations/programming should call the WHCA Recruiting Hotline at DSN 284-2000, ext. 76300 or (202) 757-6300, ext. 76300. ⚓

Pacific comes under TRICARE

TRICARE Hawaii, DOD's managed health plan for the 50th state, now delivers medical coverage to service members and their families throughout the Pacific theater.

"It's not easy to link more than a quarter million beneficiaries scattered throughout this vast area of the world to a single health care plan," said a TRICARE official.

"But they've been up to the challenge," according to Army Brig. Gen. Warren Todd, TRICARE Pacific's lead agent.

"For Hawaii, alone, we lead the nation in TRICARE Prime (the plan's health maintenance option) enrollment," Todd said. More than 48,000 active-duty service members are enrolled automatically, he noted, but an additional 40,000 family members have also signed up.

"People enrolled in TRICARE are finding access to medical care easier than before." ⚓

MCPON launches Naval Heritage/Core Values Reading Initiative

Master Chief Petty Officer of the Navy ETCM(SW) John Hagan is requiring chief selectees to study their naval heritage during chief petty officer initiation season.

MCPON's March "Direct Line" newsletter, sent to all Command Master Chiefs and Chiefs of the Boat, contains the reading list for chief petty officer selectees.

"Our focus is on heritage. Understanding the distinction between history and heritage is important to achieve our objective," Hagan wrote in his newsletter.

Newly-selected chiefs will be required to read at least one of the books on the list. During the CPO Indoctrination course, new chiefs will discuss the lessons they learned from their reading and how it relates to the Navy's Core Values of honor, courage and commitment.

Included among the authors on the reading list are former Chief of Naval Operations ADM Elmo Zumwalt; retired Navy CAPT Edward L. Beach, author of *Run Silent, Run Deep* and *U.S. Navy, 200 Years.*

The Navy Exchange is stocking the books at stores worldwide.

CPO initiation season begins upon the release of the names of those selected for advancement and culminates in September with the frocking and pinning ceremony. ⚓



Photo by JO1 Ron Schafer

Year 2000 computer answers on Navy web page

"The Year 2000 Challenge" web page details what the Navy is doing about its computer systems for the year 2000.

Since many computer systems write the year in two digits, a double-zero date could give them "heartburn." What is the Navy doing about making its vast computer system, "Year 2000 compliant?" It established the DON Year 2000 Coordination Office at the Naval Information Systems Management Center (NISCM) in December 1995 to coordinate efforts among the Navy's agencies.

Margaret Powell, who heads NISCM, says some agencies are already compliant. "They've been working on the problem since the late 1980s and have installed systems that are fine and do not need to be repaired." Even those that are properly configured can have problems when it comes to dealing with systems that are not.

Nearly 70 Navy agencies are in constant communication with Powell's office. After determining which programs and systems need conversion, each agency then has to estimate the cost to fix the problem. The goal for full compliance by Navy systems is Nov. 1, 1999.

Details on the Navy's efforts are on "The Year 2000 Challenge" web page:<http://204.222.128.9/horizon/year2000/year2000.htm>.
Links to additional Year 2000 web sites are located on the web page. ⚓

Shipmates



Hospital Corpsman 2nd Class Shawn X. Harp was selected as the 1996 Junior Sailor of the Year for Naval Air Reserve Point Mugu, Calif. A native of Buffalo, N.Y., Harp was directly responsible for implementing an improved HIV tracking system for Selected Reserve Sailors.



Yeoman 1st Class Sara A. Boehm was selected as the 1996 Commander, Explosive Ordnance Disposal Group 1 Sailor of the Year. The Arizona native efficiently planned, prepared for and completed a series of highly successful commander's readiness assessments that allowed EOD Group 1 to support fleet warfare missions more effectively.



Equipment Operator 1st Class Mark J. Soenksen of Naval Construction Training Center Det., Fort Leonard Wood, Mo., was selected as the Non-Commissioned Officer of the Quarter, 1st Quarter 1997, for the U.S. Army Engineer Center for superior performance while serving as an interservice instructor at the EO/EA 'A' School. The Libertyville, Ill., native is the first Navy recipient of the award.



Chief Yeoman (SW) Tami M. Lindquist, stationed at Fleet Information Warfare Center Det., San Diego, was selected as the 1996 Senior (E-7 to E-9) Naval Service Woman of the Year from National City, Calif., Chamber of Commerce. The Corona, Calif., native was also recognized as the Military Woman of Achievement from the San Diego County Women's Council for her service to the community.



Ship's Serviceman 1st Class (SW/AW) Elbert Pama of Afloat Training Group, Western Pacific, Yokosuka, Japan, was awarded a Master's Degree in Business Adminisration by City University of Bellevue, Wash. Pama, a native of the Republic of the Philippines, is assigned to the Logistics Management Team and was recently selected as their Sailor of the Quarter.

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Photos by JO1 Ron Schafer



Name: MM3 Adam M. Chadbourne

Assigned to: USS *Kearsarge* (LHD 3), Engineering, Main Propulsion Aft.

Hometown: Staten Island, N.Y.

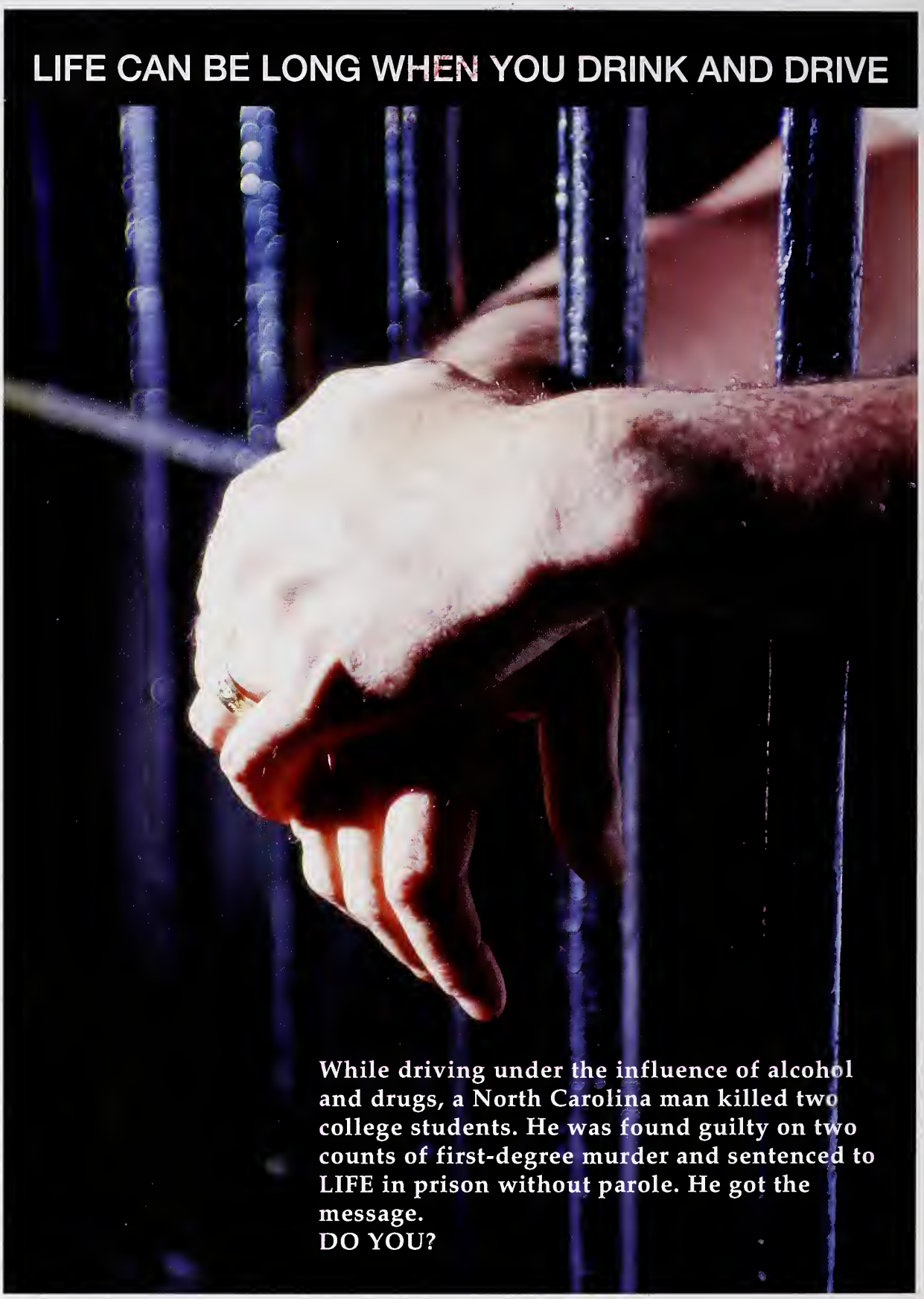
Job description: "I work as a boiler technician (lower level), monitor boilers, fuel service pumps and casualty control."

Best part of the job: "The people. You meet a variety of people that you don't meet in your hometown. The [Navy] works together as one team."

Places visited while in the Navy: Spain, France, Italy and Greece.

Key to success: "Patience. It's really easy to get stressed out. You just have to learn how to take it easy."

LIFE CAN BE LONG WHEN YOU DRINK AND DRIVE



While driving under the influence of alcohol and drugs, a North Carolina man killed two college students. He was found guilty on two counts of first-degree murder and sentenced to LIFE in prison without parole. He got the message.
DO YOU?

Photo by PH1 Jim Hampshire

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ALL HANDS

MAGAZINE OF THE U.S. NAVY August 1997

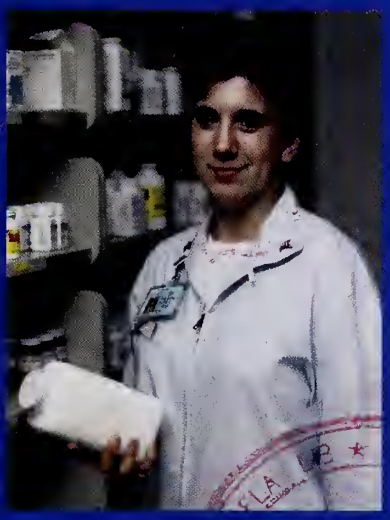
















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Rights & Benefits

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ALL HANDS

NAVY RIGHTS & BENEFITS

SPECIAL ISSUE
AUGUST 1997 — NUMBER 965
75TH YEAR OF PUBLICATION

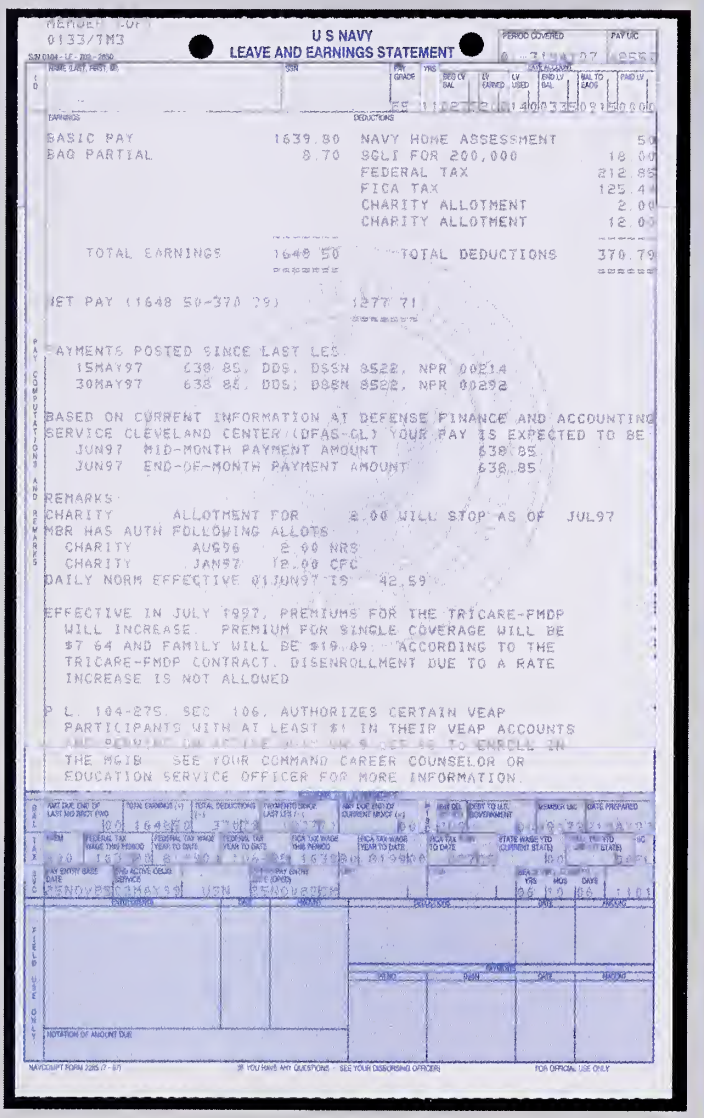
Chapter		Pages
1	**Pay and Allowances** There more to compensation than just basic pay	1
2	**Your Obligations** What's expected of you as a citizen, taxpayer and voter	11
3	**Medical and Health Care** Care for you and your family is a basic right	17
4	**PCS Transfers And Housing** Moving your family and possessions	23
5	**Overseas Duty** Your chance to show the flag in other cultures	31
6	**ID Cards, Commissaries and Exchanges** Stretching your dollars in the market place	35
7	**Family Assistance** Help is never far away for Navy people	41
8	**Morale, Welfare and Recreation** How the Navy helps you enjoy your free time	49
9	**UCMJ/Legal Assistance** How the military justice system supports the fleet	53
10	**Education Benefits** Taking advantage of learning opportunities	61
11	**Reenlistment Incentives** It pays to stay in; the Navy shows you how	67
12	**Enlisted Advancement System** Climbing the ladder of success	71
13	**E-7/8/9 Selection Boards** Selecting the best from the best	77
14	**Paths to a Commission** How to achieve more through added responsibility	83
15	**Officer Promotions** Not all are promoted — only the best	89
16	**Transition Assistance Programs** The Navy eases your return to civilian life	93
17	**Retirement** The Navy offers much to those who serve a full career	97
18	**Veterans Benefits** Programs and assistance available to the veteran	103
19	**Survivor Benefits** Take the worry out of caring for those who remain	107

Pay & Allowances

Of vital concern to you is the adequacy of your pay, or, in other words, the competitiveness of the Navy's Total Military Compensation Package as compared to the compensation that may be offered in the private sector.

First we'll address some background intricacies of the current compensation system. Then, we'll address the key cash compensation elements that may comprise your Total Military Compensation Package (TMCP). Also briefly discussed will be the dollar value of your current and future benefits that contribute significantly to ascertaining the "enhanced" dollar value of your TMCP.

For those commands that are serviced by a Personnel Support Detachment (PSD), share your pay problem with your command's local PSD Liaison Representative (PLR). Let your PLR work with you to resolve your pay problems.



U S NAVY
LEAVE AND EARNINGS STATEMENT

0133/7M3

EARNINGS		DEDUCTIONS	
BASIC PAY	1639.80	NAVY HOME ASSESSMENT	5.00
BAQ PARTIAL	8.70	SGLI FOR 200,000	18.00
		FEDERAL TAX	212.85
		FICA TAX	125.44
		CHARITY ALLOTMENT	2.00
		CHARITY ALLOTMENT	12.00
TOTAL EARNINGS	1648.50	TOTAL DEDUCTIONS	370.79

NET PAY (1648.50-370.79) 1277.71

PAYMENTS POSTED SINCE LAST LES
15MAY97 638.85, DDS, DSSN 8522, NPR 00214
30MAY97 638.85, DDS, DSSN 8522, NPR 00292

BASED ON CURRENT INFORMATION AT DEFENSE FINANCE AND ACCOUNTING SERVICE CLEVELAND CENTER (DFAS-CL) YOUR PAY IS EXPECTED TO BE
JUN97 MID-MONTH PAYMENT AMOUNT 638.85
JUN97 END-OF-MONTH PAYMENT AMOUNT 638.85

REMARKS
CHARITY ALLOTMENT FOR 2.00 WILL STOP AS OF JUL97
MBR HAS AUTH FOLLOWING ALLOTS
CHARITY AUG96 2.00 NRS
CHARITY JAN97 12.00 CFC
DAILY NORM EFFECTIVE 01JUN97 IS 42.59

EFFECTIVE IN JULY 1997, PREMIUMS FOR THE TRICARE-FMDP WILL INCREASE. PREMIUM FOR SINGLE COVERAGE WILL BE $7.64 AND FAMILY WILL BE $19.09. ACCORDING TO THE TRICARE-FMDP CONTRACT, DISENROLLMENT DUE TO A RATE INCREASE IS NOT ALLOWED

P.L. 104-275, SEC. 106, AUTHORIZES CERTAIN VEAP PARTICIPANTS WITH AT LEAST $1 IN THEIR VEAP ACCOUNTS [illegible] TO ENROLL IN THE MGIB. SEE YOUR COMMAND CAREER COUNSELOR OR EDUCATION SERVICE OFFICER FOR MORE INFORMATION.

Compensation system background

The biggest misconception about your military compensation is that popular changes can be accomplished by simply revising governing instructions. The truth is that each element of the TMCP is authorized by specific legal authority, generally found in Titles 37 and 10 of the United States Code.

These elements are either legal "entitlements" earned by you, the Sailor, or are discretionary under the law, meaning the Secretary of the Navy (SECNAV) has the option of payment.

Resolving your pay problems

Almost all your pay problems or questions can be resolved by using your chain of command. Most commands have copies of the two major entitlement manuals: the *Department of Defense Financial Management Regulation (DODFMR)*, Volume 7A and the *Joint Federal Travel Regulations*.

When the answer can't be resolved locally, have your appropriate chain of command representative call either the Defense Finance Accounting Service, Cleveland Center (DFAS-CL), or the applicable pay expert at BUPERS for the right policy decision.

Personal Statement of Military Compensation (PSMC)

You can ascertain the total dollar value of your TMCP. The tool for accomplishing this is the Personal Statement of Military Compensation (PSMC). The current PSMC program software can be found on the Navy's BUPERS ACCESS Bulletin Board System. The DOS-based PSMC program software is available for download under the MAIN MENU on BUPERS ACCESS. See your Command or Divisional Career Counselor to get the current PSMC.

Using your Leave and Earnings Statement (LES) as the input document, you can generate the PSMC printout. The one-page PSMC printout will clearly itemize your direct cash compensation (cash pays and allowances, in-kind housing or food allowances, federal tax advantages) and the dollar value of current benefits (Morale, Welfare and Recreation, health care, leave/holidays and commissary/exchange) and future benefits (retired pay, Social Security and active-duty death/survivor benefits). The PSMC program software also generates a supplementary explanation printout that briefly describes each pay and allowance you receive and details how the cost of current and future benefits are calculated.

Key TMCP elements

With some of the compensation system's peculiarities explained and with your own PSMC in hand, it's now time to briefly explain some of the key elements of your TMCP.

Basic pay

Every Sailor receives basic pay to underscore the long-standing compensation principle of "equal pay for equal work." It is roughly 70 percent of your annual direct cash compensation and varies according to your pay grade and time in service (15 different longevity pay raises). The basic pay table is structured to give you the incentive to seek promotion (increased leadership and responsibility) and to recognize that as your experience increases within the same pay grade, so should your basic pay incrementally to reward your increased rating competency level.

Basic pay for active-duty personnel is the basis for computing Reserve component drill pay and for establishing the initial levels of retired pay.

Consult Chapters 1 and 2 of the *DODFMR* for more detailed information on basic pay.

Housing and food allowances

Basic Allowance for Quarters (BAQ). The law that governs BAQ establishes different entitlement guidelines for members on shore and sea duty. You generally receive BAQ if you are not assigned to government quarters ashore that are considered adequate for you and/or your dependents. Shipboard berthing (except those ships or craft that displace less than a 1,000 tons) is always considered as adequate government quarters.

When stationed ashore, single members in pay grades above E-6 (and single E-6s housed in inadequate quarters) may choose not to live in government quarters and receive BAQ. When stationed aboard ship, single members in pay grades above E-5 may choose not to live aboard ship and receive BAQ. Effective July 1, 1997, single E-5 members on sea duty may be authorized either quarters ashore (either adequate or inadequate by DOD standards) or if quarters ashore are not available, the responsible installation commander may authorize housing allowances.

Also effective July 1, 1997, if both members of a joint military couple (without other dependents), are in pay grades E-1 through E-4, and are both assigned to shipboard sea duty, the senior member will be entitled to BAQ at the single rate (BAQ-S).

The BAQ law also states that deployments of less than 90 days are not considered "sea duty" for BAQ purposes.

Additionally, shipboard deployments of more than 90 days by members under TAD orders (helicopter detachments, SEALS, EOD, etc.) who return to their parent command after the deployment are not considered "sea duty" for BAQ purposes.

Rules and regulations for determining relationship, dependency and support for dependents for BAQ entitlement purposes are discussed in detail in Chapter 26 of the *DODFMR*.

A frequently misunderstood variation of BAQ is called BAQ Difference (or BAQ-DIFF), which became law Dec. 5, 1991.

On or after that date, members residing in government quarters and paying child support payments are entitled to the difference between BAQ at the dependent rate (BAQ-D) and BAQ-S. Members who were in receipt of BAQ-D on Dec. 4, 1991, solely because of child support payments and were residing in government quarters were "grandfathered" from the law until the member is entitled to receive BAQ-D for another eligible dependent, or loses the child as a dependent.



Photo by PH1Alexander C. Hicks

Basic Allowance for Subsistence (BAS). BAS, like BAQ, has numerous entitlement peculiarities associated with it. The complicated allowance is best explained in both Chapter 25 of DODFMR and MILPERSMAN 2640110-2640180.

By law, officers receive a monthly BAS allowance whether ashore or at sea. Enlisted members, also by law, may receive BAS when: subsistence in kind is not available or use of a government mess is determined as impractical; they are authorized permission to mess separately (commonly referred to as SEPRATS, COMRATS or RATSSEP); or they are assigned to duty under emergency conditions where messing facilities of the United States are not available.

When authorized BAS, the allowance compensates the member for monthly food costs. BAS is not intended to compensate a family's monthly food costs – BAS is a member allowance only. BAS has three different possible incremental rates: leave or RATSSEP; messing not available; and under emergency conditions).

The complexities of enlisted BAS entitlements span both the spectrum of married member vs. single member and shore duty vs. sea duty issues.

Just as shipboard berthing is determined to be adequate government quarters, a functioning mess aboard ship is also considered adequate government messing, therefore, BAS is not paid to enlisted members assigned to shipboard sea duty.

When assigned to shore duty, both married enlisted members and senior enlisted members in pay grades E-7 through E-9 are entitled to RATSSEP.

Shore activity commanding officers may

authorize RATSSEP to any enlisted member upon determining that the member routinely misses at least two meals per day in a messing facility because of the member's: location of residence; specialized duties; working hours; inordinate on-base commuting distance to the messing facility; or the messing facility's serving/seating capacity limitations.


Photo by PH2 Andrew McKaskle

Variable Housing Allowances (VHA)

VHA is paid to service members residing in high-cost housing areas in the United States. VHA is usually based upon your pay grade, dependency status and duty station location.

In certain circumstances, SECNAV has the authority to pay VHA based on the location of your family members. VHA rates are established based upon your reported housing expenses in the VHA survey.

These expenses include rent (or rental equivalency for homeowners), insurance, utilities and maintenance expenses. The accuracy of the rates for VHA depends upon the data received from you in the VHA survey.

VHA is paid in a locality when the local median housing cost exceeds 80 percent of national median housing costs (NMHC). VHA plus BAQ was intended to provide 85 percent of the NMHC, while you paid an out-of-pocket amount equal to 15 percent of the NMHC. However, BAQ rate changes tied to base pay increases have caused housing allowances to lag behind housing cost increases, resulting in a median out-of-pocket expense of approximately 20 percent of NMHC.

VHA offset. The VHA offset program became effective March 1, 1986. Your housing allowances for BAQ and VHA are compared to your actual housing expenses. If your allowances exceed the expenses, your VHA is reduced by an amount equal to one-half of the difference, not to exceed the total VHA. All VHA may be lost but no BAQ can be lost.

VHA Rate Protection. Part of the FY96 Defense Authorization Act, VHA rate protection became effective Feb. 10, 1997. It protects your VHA rate from being reduced as a result of systematic change in the annual VHA rate table. Your VHA shall not be reduced from one year to the next unless there has been a break in your eligibility to receive VHA within the military housing area or your certified housing costs are reduced.

VHA Locality Floor. Included in the FY97 Authorization Act, VHA locality floor is the minimum VHA rate set for each pay grade for each MHA. If you don't have family members, the VHA locality floor is equal to 85 percent of the Housing and Urban Development's (HUD) fair market rent (FMR) for a one bedroom apartment. If you have family members, the floor is equal to HUD's FMR for a two bedroom apartment. If VHA survey data indicate the VHA rates will be below the floor amount, you will receive the VHA floor amount. If the surveys indicate the VHA rates should be higher than the VHA floor, you will receive the higher amount.



Photo by PH1 Todd Cichonowicz

Special and incentive pay

The TMCP includes more than 50 special and incentive pays to compensate you for acquiring and maintaining certain skills or performing duties considered unusually arduous or hazardous. Special and incentive pays are taxable, and normally paid monthly. The more common types of special and incentive pays that you may be eligible for are:

Foreign Duty Pay (FDP). Foreign duty pay, sometimes referred to as Certain Places Pay, is payable only to as enlisted members assigned to permanent duty at specified places outside the 48 contiguous United States and the District of Columbia. The list of eligible FDP countries is found in Chapter 17 of the *DODFMR*. FDP is not authorized for personnel who are residents of Alaska, Hawaii, U.S. possessions or foreign countries during any period they are serving within their home state or country.

Members who are TDY/TAD to an eligible FDP location may qualify for FDP after a period of eight continuous days.

Career Sea Pay (CSP). This pay is designed to compensate eligible members for serving many tours of arduous shipboard sea duty throughout a career. As such, it is payable to enlisted members in pay grades E-4 through E-9, warrant officers and officers who have accumulated more than three years of cumulative sea duty.

CSP is paid continuously to eligible members (either ship's company or staff) when they are assigned to and serve in ships whose primary mission is accomplished under way. It is also payable to crew members of ships/craft whose primary mission is accomplished in port (Category B) only when those vessels are at sea or at a port at least 50 miles from the ship's home port (a day-for-day vice continuous payment basis).

Cumulative sea duty credit accrues continuously for all ship's company or staff members assigned to and serving in either Category A or B ships or continuous CSP designated ship-based staffs, respectively. For all other members, both CSP and cumulative credit accrue only when day-for-day assigned to and serving in a ship.

After 36 consecutive months on shipboard sea duty, a CSP Premium (CSPP) of $100 per month is payable to all warrant officers, officers and enlisted members in pay grades E-5 through E-9 with less than five years of cumulative sea credit. Members in pay grade E-4 retain Premium eligibility regardless of length of accrued cumulative sea service. Consult SECNAVINST 7220.77D for more details on CSP and CSPP.

Special Duty Assignment Pay (SDAP). This pay replaced proficiency pay in FY85. It is a monthly pay used first to help obtain high-quality personnel for designated special-duty assignments involving demanding duties or an unusual degree of responsibility, and then to sustain adequate manning levels. People serving in the designated skills may receive an additional $55 to $275 per month. Production recruiters may receive up to $375 per month. Details of the SDAP program are contained in OPNAVINST 1160.6A and annual SDAP NAVADMINs.

Selective Reenlistment Bonus (SRB). SRB is a retention incentive special pay awarded to members serving in certain

selected ratings or Navy Enlisted Classifications (NECs) who reenlist or extend their enlistment for at least three years. The purpose of the bonus is to increase the number of reenlistments in those ratings or NECs having insufficient retention. SRB amounts of up to $30,000 per bonus may be paid to enlisted members who are serving in critically undermanned ratings. A member may receive up to three bonuses, one for each eligibility zone:

- Zone A. For those with at least 21 months but no more than six years of service.
- Zone B. At least six but no more than 10 years of service.
- Zone C. At least 10 but no more than 14 years of service.

Details of the SRB program are contained in OPNAVINST 1160.6A.

Imminent Danger Pay (IDP). All members serving ashore, aboard a ship, or aloft in an aircraft within an area designated by the Secretary of Defense as an imminent danger area are eligible to receive this pay at a rate of $150 per month. Designated areas and effective dates for the entitlement are specified in Chapter 10 of the *DODFMR*.

Incentive pay for submarine duty. There are two types of submarine duty incentive pay: operational and continuous. Operational sub pay goes to both submarine-designated and non-submarine-designated personnel when assigned to and serving in submarines, if not otherwise entitled to continuous submarine pay.

Continuous sub pay is paid to active-duty personnel who remain in the submarine service on a career basis.

Submarine career screening gates are established at the 12th and 18th year of submarine service to verify members are still eligible for continuous sub pay based on total years of service.

The monthly rate for enlisted members ranges from $75 to $355; for warrant officers, $235 to $355; and for officers, $175 to $595. Each pay rate is determined by grade and years of service based upon pay entry base date.



Photo by PHC Mahlon K. Miller

Special Pay for Diving Duty (Dive Pay). Officers and enlisted members who are qualified divers and assigned to billets requiring diving duty and who actually perform diving duty are eligible to receive dive pay in amounts ranging from $110 to $300 per month. Rates of dive pay are determined by the type and degree of diving qualifications the member possesses. A member who receives dive pay is restricted from receiving more than one hazardous duty incentive pay.

Consult Chapter 11 of the DODFMR for more information on dive pay.

Hazardous Duty Incentive Pay (HDIP). There are several different types of HDIP. HDIP is generally paid (with exceptions noted below) at a

rate of $110 per month to both officers and enlisted members who are required by competent orders to participate in "frequent and regular" duties considered unusually arduous or hazardous. If not receiving dive pay, members may accrue two different HDIP payments (except for Flight Deck Hazardous Duty Incentive Pay) at the same time.

- Flight Deck Hazardous Duty Incentive Pay (FDHDIP). FDHDIP is payable to members required to participate in flight deck operations, from an air-capable ship, amphibious assault ship or aircraft carriers. A member who receives FDHDIP may not receive any other HDIP. Consult OPNAVINST 7220.4H for more details on FDHDIP.

- Crew Member Flight Pay. Payable to designated crew members, who are required to fly on a frequent and regular basis. Rates range from $110 to $250 per month.

- Non-crew Member Flight Pay. Payable to members required to fly to perform their duties (not as passengers), but who are not designated as crew members. Greater detail on both crew member and non-crewmember flight pay is found in BUPERSINST 1326.4B and MILPERSMAN 2620330.

- Parachute Jumping Duty (JUMP) Pay. Payable to members when parachute jumping is required as an essential portion of their duties. An additional $55 per month (or $165) is payable to members required to perform high altitude, low opening (HALO) parachute jumps as an essential part of their duties.

- Demolition (DEMO) Duty Pay. Payable to members required to perform demolition using live explosives, including during training, as a primary duty.

- Experimental Stress Duty (ESD) Pay. Payable to members required to perform any of the following duties: duty in high- or low-pressure chambers (to include inside instructor, observer or research technician); or as a test subject in thermal stress/acceleration/deceleration experiments. Consult Chapter 24 of the DODFMR for more details on JUMP, DEMO and ESD pays.

Overseas Tour Extension Incentive Pay (OTEIP). Enlisted personnel who agree to extend their tours at certain overseas locations may be eligible to receive special pay of up to $80 per month. Instead of this pay, the member may elect to receive either a 30-day rest and recuperation absence or a round-trip CONUS flight at government expense (with a fifteen day R&R absence) for extending for at least a twelve-month period. Details are found in OPNAVINST 1306.1 or Enlisted Transfer Manual, Article 4.11.

Special pay for nuclear-qualified officers. This has three categories:

- Nuclear Officer Accession Bonus. Naval officers or prospective naval officers, accepted for training for duty in connection with the supervision, operation and maintenance of naval nuclear propulsion plants, are entitled to an accession bonus of $6,000 when they meet all requirements listed in the entitlement manual and SECNAVINST 7220.65 series. Upon completion of training, the Nuclear Career Accession Bonus payment is an additional $2,000.

- Nuclear Officer Continuation Pay (COPAY). Nuclear-qualified naval officers are entitled to continuation pay when they elect to remain on active duty after completion of their initial obligated service. They receive $12,000 for each year of additional obligated service. Multiple agreements for three, four or five years (not to exceed 26 years commissioned service) are available.

- Nuclear Career Annual Incentive Bonus (AIB). Nuclear-qualified officers who have completed initial obligated service and who are not serving under a continuation pay (COPAY) agreement, receive an annual incentive bonus of $10,000 for unrestricted line officers and $4,500 for limited duty officers and warrant officers.

Psychologists and non-physician healthcare providers. Diplomate pay is awarded to Medical Service Corps officers who are psychologists and have obtained a diploma as a Diplomate in Psychology by the American Board of Professional Psychology.

Board Certified Pay (BCP) is an entitlement awarded to Medical Service Corps officers who have a post-baccalaureate degree in a clinical specialty and are certified by a professional board in the officer's

specialty. Diplomate pay and BCP range from $2,000 to $5,000 depending on years of service.

Optometrists: These officers receive special pay of $100 monthly, provided they hold a valid license in one of the 50 states and execute a written agreement to remain on active duty for at least one year.

Medical Corps Officers:

- Variable Special Pay. An entitlement for medical corps officers serving on active duty for periods of at least one year. Annual rates range between $1,200 and $7,000 depending on years of creditable service.

- Additional Special Pay. A medical officer is entitled to an annual bonus of $15,000 for any 12-month period if not undergoing internship or initial residency training, and who agrees to remain on active duty for not less than one year.

- Board Certified Pay. An entitlement for medical corps officers who obtain board certification. Annual rates range from $2,500 to $6,000, depending on years of creditable service.

- Incentive Special Pay (ISP). An award for medical corps officers to address retention difficulties and shortages in critical wartime specialties. Members must agree to remain on active duty for one year. ISP is an annual bonus that varies by specialty and does not exceed $36,000.

- Multi-year Special Pay (MSP). MSP is awarded to medical officers who agree to remain on active duty for two, three or four years after completion of any other service obligation. MSP is paid as an annual bonus, not to exceed $14,000 for a four-year agreement.

Nurse Corps Officers:

- Incentive Special Pay for Certified Registered Nurse Anesthetists (CRNAs). Pay is intended for eligible CRNAs who agree to remain on active duty for a minimum of one year. Annual payment is $6,000 for any period the CRNA is obligated for training and $15,000 per year at the beginning of a contract year not obligated for training.

- Accession Bonus. An accession bonus is paid to registered nurses who agree to accept a commission as an officer in the Nurse Corps and remain on active duty not less than four years. Amount of bonus is $5,000 payable at time of appointment.

Dentists:

- Variable Special Pay (VSP). All dentists are entitled to receive monthly VSP at annual rates from $3,000 to $7,000 per year depending on their years of creditable service.

- Board Certification (BCP). BCP is a monthly entitlement with annual rates ranging from $2,500 to $6,000.

- Additional Special Pays (ASP). ASP is an annual lump sum bonus based on years of service. A dental officer who executes an agreement to extend for a 12-month period beyond any other obligated period may receive ASP in amounts ranging from $4,000 to $10,000.

- Accession Bonus. Dentists who accept a commission and serve on active duty for a minimum of four years may collect a bonus not to exceed $30,000.

Other key allowances

Allowances are paid to help you meet expenses incurred while on active duty. Allowances may be paid monthly, on an occasional basis or in a one-time, lump sum. Generally, allowances are not taxable.

Family Separation Allowance (FSA). This allowance is payable only to members with families. There are two types of FSA – Type



Photo by Carl J. Smith

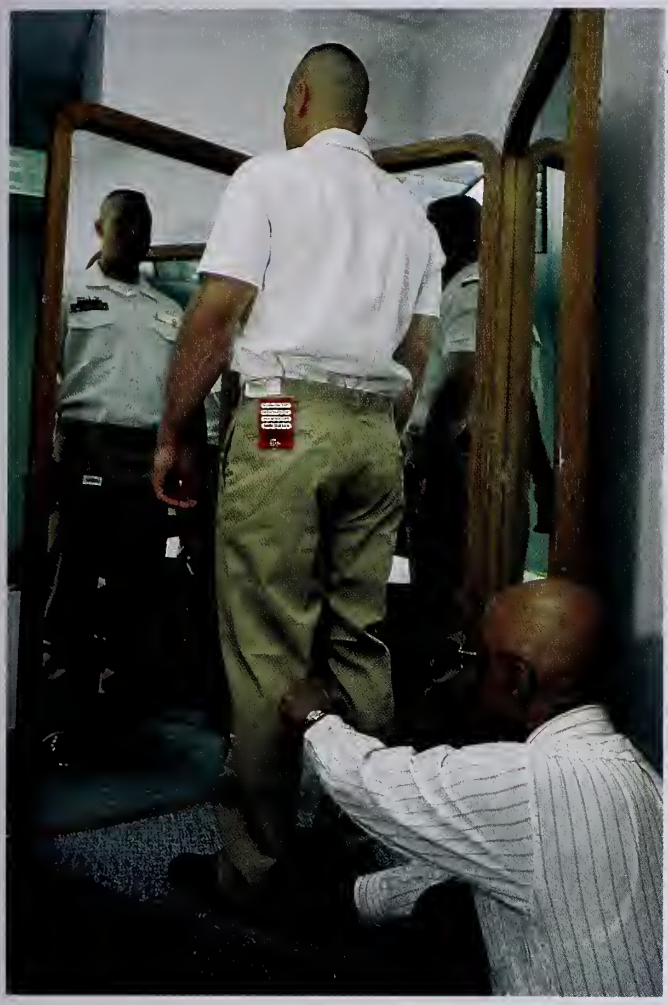


Photo by PH3 Sam Dallal

I (equivalent to BAQ-S) and Type II ($75 per month). A member may be entitled to both types simultaneously. FSA Type I is paid to a member whose family members are restricted at the new OCONUS duty station and government quarters are not available at the new duty station.

FSA Type II (sometimes referred to as FSA-R, FSA-S and FSA-T) is designed to compensate married members for added expenses incurred because of enforced separation from their families for each of the following circumstances: being restricted (FSA-R) from moving the member's family to a new duty station; deploying away from the ship's homeport (FSA-S) greater than 30 consecutive days; or deploying on temporary duty (FSA-T) away from the permanent command for 30 consecutive days or more.

FSA-R may be paid to members enrolled in the Exceptional Family Member (EFM) Program and who are ordered to move to a new duty station without their dependent(s) at the EFM Program Manager's direction. FSA-R is not paid to members who voluntarily separate from their families for personal reasons (spouse employment, school stability, etc.). See MILPERSMAN 2620350.

In the case of joint military couples (with dependents), unlike BAQ, FSA-Type II may alternate between members based on the same dependent(s).

Effective Sept. 24, 1996, one member of a joint military couple (without other dependents) is now entitled to FSA-Type II when they meet the aforementioned Type-II criteria.

For more information on FSA, consult Chapter 27 of the *DODFMR*.

Clothing Allowance, Civilian (CAC) and CAC Temporary (T). Members who are required to wear appropriate civilian clothing
(coat and tie or equivalent attire), either on a permanent or temporary basis (greater than 15 consecutive days) in the performance of their official duties are authorized CAC or CACT, respectively. Host country sensitivities, terrorist threats, security or law enforcement assignments are examples of CAC or CACT entitlement duties. By law, officers stationed inside the 50 United States are restricted from CAC or CACT. More details are covered in MILPERSMAN 2640260.

Adoption Expense Reimbursement Program. The FY92/93 Authorization Act established a program to reimburse eligible members for qualifying adoption expenses incurred in the adoption of a child less than 18 years of age.

Members can be reimbursed not more than $2,000 for adoption of a child; not more than $5,000 for two or more adoptions per year. Guidance is provided in SECNAVINST 1V54.3A.

Navy Joint Uniform Military Pay System (NJUMPS)

NJUMPS, in fleetwide operation since 1977, provides accurate and timely fiscal information to better manage the military personnel pay appropriation. Under NJUMPS, everyone's pay is calculated in

Cleveland in advance of actual payment. Disbursing offices in the field continue to make pay record changes to reflect promotions and other pay entitlement changes occurring between Cleveland's calculation and the actual pay day, but the next DFAS-CL calculation reflects those changes in your monthly LES.

The LES provides complete information concerning your pay entitlements, taxes, allotments and other deductions to pay, as well as the status of your leave account. Each statement reflects your master pay account at the DFAS-CL at the time the LES is produced, and shows all payments made to you that were posted to the master pay account since your last LES.

Direct Deposit System (DDS)

DDS is a pay delivery method that allows you to have your net pay deposited electronically into a checking or savings account at a financial institution.

DDS eliminates deductions of greater than $100 from your next net pay, when those deductions go to pay a Navy debt. The system delays collection of a retroactive adjustment for two months and enables you to work out a pay back arrangement.

"Dual advisory" lets you send a copy of your monthly DDS statement to your home address when deployed. This provides payment data to your spouse back home.

DDS has a number of additional benefits, including accurate, timely pay regardless of whether you are on leave, deployed or TAD. You also don't have to stand in line to cash paychecks or make bank deposits, which eliminates the potential for lost or stolen paychecks and reduces the threat of cash theft. See your disbursing office for more information on DDS.

Other TMCP contributors

Tax advantage. A measure of the effect on your disposable income resulting from the fact that major allowances, like housing and food, are not subject to federal income tax withholding.

It can be defined as that amount of additional taxable income that you would have to receive in cash if your allowances were taxable to maintain the same level of disposable income you currently receive.

Lump Sum Leave Payments. Upon discharge, transfer to the Fleet Reserve or retirement, you may receive cash for accumulated leave, up to 60 days. Settlement for leave accrued before Aug. 31, 1976, includes basic pay, BAQ and BAS as appropriate. Settlement for leave accrued after that date includes basic pay only. Effective Feb. 10, 1976, you can be paid for no more than 60 days accrued leave during an entire military career.

Payment for accrued leave made before Feb. 10, 1976, is excluded from this limitation. If eligible for accrued leave settlement, you may elect to receive payment for a portion of the accrued leave, not to exceed 60 days, and have the remaining accrued leave carried forward to a new or extended enlistment. See MILPERSMAN 2650180 or Chapter 35 of the *DODFMR* for information. ⚓



Your Obligations

Along with the many rights and benefits that are an integral part of your Navy career there are others that you enjoy as an American citizen. Most of these are basic guarantees set forth in the Bill of Rights that deal with your right to privacy, to speak freely, to assemble and to worship.

Your rights and benefits carry implicit obligations and moral responsibilities which you owe to yourself, to members of your family and to your country.

For example, you are bound to share in the expenses of the government by filing federal, state and local tax returns and by paying the taxes imposed, according to your income earned.

You also have a responsibility to obey and uphold all laws – federal, state and local – everything from registering your automobile to obtaining a license for your pet.

As a Navy member, you are also expected to meet your financial responsibilities and pay your just debts.

Your right to vote is especially important, because this vital right is also one of your most important obligations. In most instances, special privileges have been granted to military personnel to let them exercise their right to vote no matter how far away from home.

Your vote gives you a means to help choose those who make decisions that affect you as an American citizen.

Taxes

Certain responsibilities come with the rights of citizenship; paying your taxes is one of your most important responsibilities.

You are obligated to file federal, state and local income tax returns as are all residents and citizens of the United States. Like other federal employees, you cannot exclude amounts received from any agency of the United States for services rendered in a foreign country or within U.S. possessions. This means no matter where you are, your basic military pay is taxable by the federal government and your own state and local governments. Special tax breaks apply for military compensation earned in a combat zone or a qualified hazardous duty area (e.g., the Arabian Gulf, Bosnia). Contact your local Volunteer Income Tax Assistance (VITA) center or a legal assistance office for more information.

If your gross income is above certain established levels, you are required to file a federal income tax return.



Photo by PH3 Sam Dallal

As with most requirements, there are exceptions, so you should check with the Internal Revenue Service (IRS) or with state/local taxing authorities. You can also contact your VITA tax center or your legal assistance office if you are not sure whether you must file.

Navy personnel (both military and civilian) are often affected by establishing residences overseas. For complete information on how living abroad affects your taxes, consult IRS Publication 54. If you actually reside and have your "tax home" outside the 50 states and Puerto Rico on April 15, you are allowed an automatic extension for filing until June 15, but you must explain why you took advantage of the extension and pay interest on the unpaid tax, if any, from the original due date of April 15.

The extension also applies to military personnel assigned or deployed outside the United States and Puerto Rico. The assignment, which may be either PCS or TAD, must include all of April 15.

If you start or end an overseas assignment April 15, you are not eligible for the extension. If you are on an overseas assignment April 15, you qualify for the extension even if you are on leave in the United States April 15.

If you are living outside the United States you can still receive a two-month extension, in addition to the automatic two-month extension for filing (for a total of four months), by sending in an IRS Form 4868 by June 15, along with the full amount of unpaid tax liability.

All taxpayers, whether or not assigned or deployed OCONUS, can obtain an automatic four-month extension (until August 15) of the time to file a return. You must file Form 4868 by April 15, make an accurate estimate of your tax. If you find you cannot pay the full amount due with Form 4868, you can still get an extension but will owe interest on the unpaid amount.

Your tax paying responsibilities don't stop at the federal level. Depending upon where you call home, you may be liable for state or local tax (city or county).

The Soldiers' and Sailors' Civil Relief Act protects your military pay against taxation by a state in which you are not a legal resident but are residing in by virtue of military orders. Income derived from a business, rental property or civilian employment can be taxed by the state in which it is earned.

Your spouse or children are not protected by the act and they may be subject to income tax by two or more states. The states generally try to prevent double taxation by giving taxpayers a credit on their home state tax return for taxes paid to another state. Your local legal assistance office can help explain the applicable tax laws if you are in doubt.

Federal law requires withholding for state income taxes upon the state's request (withholding is not currently permitted for Puerto Rico). All income-taxing states are making a concerted effort to locate delinquent taxpayers and are imposing penalties and interest for failure to file and pay appropriate state taxes.

Although several states impose no personal income tax, or exempt military pay, you may still have to file a return for record purposes even though you may not owe tax. Filing a return also shows intent to retain legal residence in that state, thus protecting yourself against claims by other states.

Members from cities and counties which impose income taxes should correspond directly with the authorities of those jurisdictions to find out if there is a tax liability.

Where you live

It is important not to confuse the terms "home of record" and "state of legal residence." There may be a difference. State of residence or "domicile" refers to the place where you intend to return to and live after your discharge or retirement, and which you consider your permanent home. "Home of record" is used to determine travel allowances upon separation from active duty.

Enlisted people may change their "home of record" any time they sign a new enlistment contract. Officers may change theirs only to correct an error or after a break in service.

Your state of legal residence does not change so easily. It usually stays the same wherever you go. This protects you from having to pay taxes in a state in which you live only because you are in the military.

To change your state of legal residence, certain actions should be taken. You will actually have to be physically present in the new state and intend to keep it as your permanent home state for the foreseeable future. Usually physical presence is



Photo by Randolf Hampshire

manifested by your residing in the state. You show your intentions to become a legal resident by registering to vote in the new state, by titling and registering your car in the new state (notifying your old state of the change), by getting a driver's license in the new state, by preparing a new last will and testament (indicating your new state as your legal residence and by paying taxes to the new state. Buying real property in the new state will also reinforce your claim. It is a good idea to write a letter to the tax authorities in the old state informing them that you are changing your residence and have moved to a new state.

Unless you show such clear intentions, your state of legal residence probably will not be changed. If you don't make certain it has been changed, you may find you are not entitled to certain privileges which depend on legal residence, such as eligibility for lower resident tuition rates at state universities or eligibility to vote and hold public office. Also, you may find that both states want to tax your pay.

Particular care should be taken to ensure your pay records are up-to-date concerning your state of legal residence. If incorrect, you may wind up paying taxes to the wrong state, or paying taxes and penalties in more than one state. If you have any doubt about your state of legal residence, contact your legal assistance office.

If your records are not correct, get a "State of Legal Residence Certificate," DD Form 2058 from your disbursing officer. When you complete this form turn it in and the state currently shown on your records will be notified of the change.

You may also be required to complete a W-4 form to determine the amount of withholding, or exemption from withholding state taxes.

Financial responsibilities

Just like anyone else, a military member is expected to pay just debts and to pay them on time. Nonpayment of a debt can lead to serious consequences for one's military career, even up to receiving an administrative discharge.

Failure to pay just debts is an offense under the Uniform Code of Military Justice. However, the failure must be judged to be characterized by deceit, evasion, false promises or other circumstances indicating deliberate nonpayment or indifferent attitude toward one's just debts.

The Armed Forces do not have legal authority to make you pay private debts, nor can they act as a collection agency by taking part of your pay to settle a debt except in two situations. First, part of your wages can be garnished or involuntarily allotted for court-ordered alimony and child support payment. Second, if the creditor gets a court order that says you owe the debt, the creditor can get an involuntary allotment of your pay to collect on the judgment.

DOD is required by law to provide to your creditors certain information about you that may aid in locating you for purposes of collecting the debt. For example, information that must be made available to anyone who requests it includes your

name, rank, date of rank, salary, present and past duty assignments, future assignments (that are final), military phone number and address.



Photo by JO2 Chris Alves

If you find you can't meet payments, get help right away. If you think the creditor used deceptive or fraudulent tactics, go to your legal assistance attorney right away. The legal assistance attorney normally can't represent you in court, but he or she can tell you what your legal rights are and may be able to suggest a workable plan for saving your credit standing and your military career. If there was fraud or deceit, the legal assistance attorney can also help you to file a complaint with the Federal Trade Commission or similar state/local consumer affairs agencies.

If you think the debt is lawful but you're overextended, take advantage of personal financial management and budgeting assistance available through your family service center and your command financial specialists. The Navy-Marine Corps Relief Society also provides budgeting assistance and financial counseling, and may be able to grant you an interest-free loan.

There are several other avenues open to you that could ease your financial problems:

- You may be able to arrange for your creditors to extend the contract time, thus reducing the size of the payments until you are back on your feet financially. You may be charged more interest or finance charges in the long run, but your debt will become manageable. Also, your creditors will have proof of your good faith and intention to pay your just debts.
- Set up an appointment with a loan counselor at your credit union or bank. The counselor can aid you in setting up a credit arrangement. If your creditors agree, you could arrange an allotment of an agreed sum each pay period. This allotment would be paid into the credit union where a credit union officer would pay each of your creditors an amount proportionate to the total you owe each of them.
- Another form of relief is to negotiate a consolidation loan. Again, this may cost you more in the long run, but at least it will lower your monthly payments to a more reasonable amount.
- Some people seek to solve their debt problems with a second mortgage on their homes. Since the lender on the second mortgage has less claim on the home than the holder of the first mortgage, the interest rate on the second mortgage will be higher.
- Another possibility, in a severe debt situation, is the wage-earner bankruptcy plan. A debtor can take up to three years to pay off debts under this plan. Consult your legal assistance attorney before making this move.
- As a last resort, you can file a regular bankruptcy petition; members of the Armed Forces have the same bankruptcy rights as other individuals. This action could be detrimental. Consult your legal assistance attorney before taking this very serious and final step.

If, for one reason or another, you do fall behind in your payments, you are still protected against certain harassment procedures sometimes used by debt collectors.

Under the Fair Debt Collection Practices Act, debt collectors are defined as those collecting debts other than debts owed to them personally and are not permitted to contact (without your consent), third parties (including your commanding officer) other than to ask about your identity

and whereabouts. Some states go even further and prohibit anyone from contacting your employer without consent, even if they're trying to collect money that's owed directly to them.

The debt collector cannot tell a third party that you owe any debt or call any third party more than once except to correct or supplement information.

In attempting to contact you, debt collectors normally must make their calls between 8 a.m. and 9 p.m. If you have an attorney, the debt collector must contact your attorney.

If you notify the debt collector in writing that you refuse to pay or that you wish not to be contacted again, the debt collector is forbidden by law to contact you, except to inform you that no further efforts will be made to collect, or to inform you of any formal legal actions that are being brought against you.

Harassing or threatening conduct, use of obscene or profane language and repeated telephone calls intended to annoy you are forbidden. Misrepresentation of the debt collectors business or of any of the remedies that might be involved is also forbidden. Post cards, which can be read by other people, cannot be used by debt collectors to communicate with third parties.

Within five days of initial contact, debt collectors must send you a written notice telling the amount of the debt, name of the creditor to whom it is owed and a request that the debtor (you) acknowledge the debt.

If you don't feel that you owe the debt, you should immediately tell the debt collector, in writing, that you dispute the debt. You may be able to dispute the amount even if the promissory note you signed is sold to somebody else. If your new car is defective, you may be able to dispute the debt, even if the dealer you purchased the car from sold your note to a bank.

If you feel you are being harassed in any way, contact your legal assistance attorney. An attorney can advise you of your right to bring legal action against the collector.

Compliance with local laws

When you change duty stations, you will likely change states or even countries. Being in the Navy does not excuse you from obeying the local laws. It's your responsibility to learn the laws of the area in which you are stationed.

If you bring your car to your new duty station, you must inquire about regulations regarding registration, licensing, taxes, title fees, inspection and insurance. Usually, your welcome aboard package will contain such information. If it doesn't, find out for yourself. Some bases have information regarding local laws on their World Wide Web Home Page. If you don't have access to the Internet, your legal assistance office and family service center are good places to look.

If your automobile is registered in the state of your domicile (home state) in your name alone, you are not normally required to obtain new license plates. If a state requires local registration, only a nominal fee may be charged. If licensed in the state where you were last on duty, you normally must license your car in the state of your domicile or the state where you currently reside.

If your car is licensed jointly in your name and someone else's (such as your spouse or parent), you will probably be required to obtain license plates and register your car in the state in which you currently reside. You could also owe personal property taxes in both states.

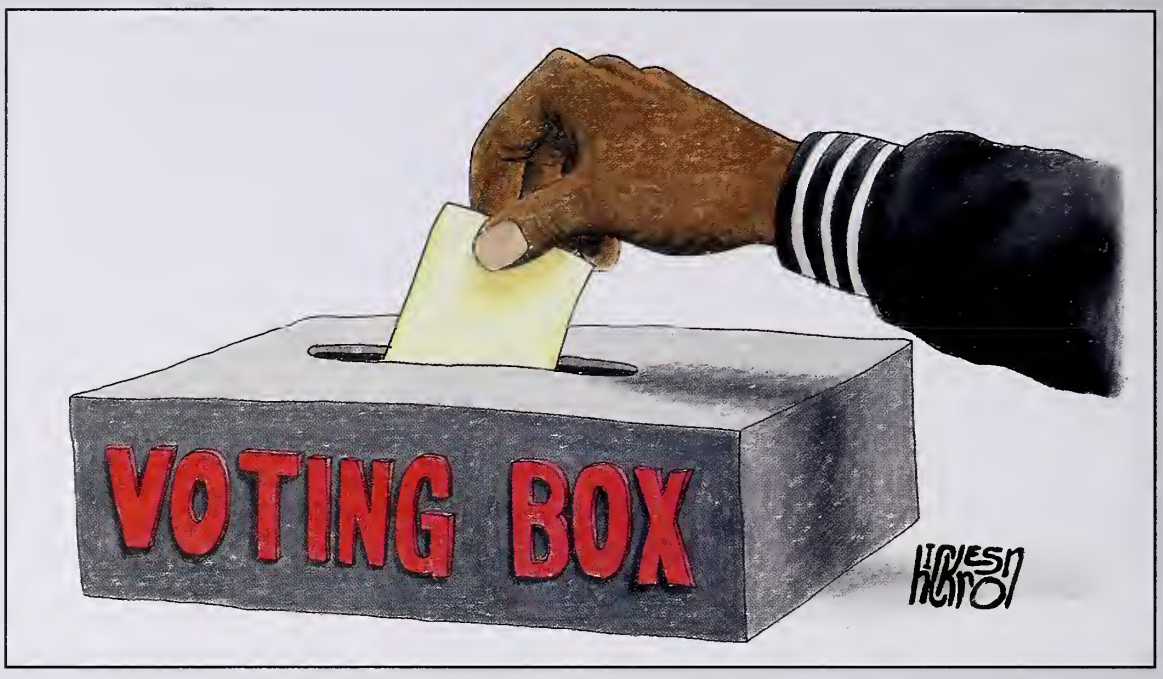
Each state differs and it's important to find out about any other laws that may affect you and your family. These laws include: handgun laws, pet licensing, traffic laws, real estate and personal property tax laws. Remember, ignorance of the law is no excuse. You are accountable for your actions.

Voting

You have a fundamental right to choose those who will represent you and make the decisions that affect your life and career. That right does not diminish as the distance from the voting booth increases.

Congress passed The Uniformed and Overseas Citizens AbsenteeVoting Act Aug. 15, 1986. This bill consolidated previous federal acts affecting U.S. military personnel and civilians overseas and provides for a federal write-in absentee ballot for use in general elections for federal offices only.

To be eligible to use the federal write-in



ballot, voters must be overseas (all FPO addresses are eligible) and must have made timely application for their state absentee ballot.

Overseas citizens have the right to vote in federal elections in the state in which they resided before going abroad, even if they no longer maintain a residence in that state. Military personnel and family members eligible to vote may vote absentee from within and out of the United States.

Each state accepts the Federal Post Card Application (FPCA) form as a request for registration and ballot. The FPCA is sent to overseas corporations, organizations, military installations and U.S. Embassies and consulates for regions in which U.S. citizens reside.

The timely receipt of absentee ballots continues to be a major problem among military members, their family members and overseas civilians attempting to vote.

Ideally, election officials should mail absentee ballots to overseas addresses 45 days before the election to insure the ballot's timely return, or 45 days before the deadline for the receipt of voted absentee ballots if the deadline is other than election day.

Some states have enacted legislation that allows ballots to be mailed earlier; others have extended the deadlines for the receipt of voted ballots to a specified number of days after the election. Voters are advised to have the voting envelope hand stamped so a date appears on the envelope.

Twenty-one states have authorized special blank absentee ballots for military members and others who have difficulty voting with regular absentee ballots. The states are: Alaska, Arizona, California, Connecticut, Georgia, Iowa, Louisiana, Maine, Missouri, Nebraska, New Hampshire, North Dakota, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Utah, Washington, West Virginia and Wisconsin. In these states, absentee ballots are available from local election officials 20 to 90 days before the election. Check the Voting Assistance Guide.

A Federal Write-in Absentee Ballot (FWAB) has been authorized to provide an alternative to overseas voters, civilian and military who do not receive the regular state absentee ballot. To be eligible for this ballot, voters must have made timely application for the regular absentee ballot.

The FWAB would be submitted and processed in the manner provided by law for absentee ballots in the state involved. A voter must apply for a regular absentee ballot which must be received by local election officials not less than 30 days before the general election. If overseas voters don't receive the regular state ballot in time, they may use the FWAB and write in the name of the candidate or write in the name of a political party. Contact your voting assistance officer if need an FPCA or FWAB or if you have questions about voting.⚓

Health Care

Health care is provided to Sailors and their families as a benefit of being a member of the Armed Forces. DOD operates one of the nation's largest health care systems. Nearly 8.3 million individuals are eligible to receive care at its many hospitals and clinics. These hospitals and clinics consistently receive high rankings by the Joint Commission on Accreditation of Health Care Organizations, which examines both military and non-military medical facilities.

While few argue that the care received at military medical treatment facilities is anything but excellent, getting in to see a health care professional has become a problem. As a result of right-sizing, 35 percent of the military hospitals that existed in the United States in 1987 are closed today. The number of doctors, nurses and medical technicians in military service has declined along with the number of other service members.

Despite this, the total number of people seeking health care through the military's health care system has dropped only slightly.

To ensure all members of the Armed Forces and their families have access to quality, low-cost health care, DOD introduced TRICARE, which brings together the health care resources of the Army, Navy and Air Force, and supplements them with networks of civilian health care professionals.

Under TRICARE, almost all active-duty Sailors — enlisted or officers — will see little change in the way they receive health care. But many family members will find they have health care choices and services they didn't have before, and getting in to see a doctor is much quicker.

What Is TRICARE?

TRICARE is a health care plan for Sailors and their families.

Starting up a whole new way to deliver health care is an enormous undertaking. To make it easier, DOD has divided up the world into 14 different regions. TRICARE is being phased in around the world with different start dates for each region.

TRICARE's major difference from the military health care provided in the past is choice. Family members are offered three options for health care - TRICARE Prime, TRICARE Standard and TRICARE Extra.

While Sailors will be enrolled in TRICARE Prime, family members may choose a different option depending on such factors as where they live, health status and preference of health care providers. Here's a brief description of the three choices.

TRICARE Prime

TRICARE Prime provides the most comprehensive health care benefit at potentially the lowest cost of the three TRICARE choices.

Principal among the many features of TRICARE Prime is guaranteed timely access to care at military treatment facilities (MTFs) or in civilian health care facilities. Sailors and their families enrolled in Prime have priority for treatment in military hospitals and clinics.

Another key feature of TRICARE Prime is that all who enroll will be assigned a Primary Care Manager (PCM). A PCM is a health care professional or medical team that patients see first for their health care needs. PCMs take care of most enrollees' health care needs, referring patients to a military or civilian medical specialist if specialty care is needed.

Another advantage of Prime is its focus on preventive care. Health care providers not only treat individuals with injuries and diseases, but provide information and care to help keep Sailors and their families healthy.

TRICARE Prime

- Guaranteed access to timely health care
- Priority care at military hospitals and clinics
- Primary Care Managers provide and guide health care
- Focuses on preventive care
- Lowest cost for treatment among three options
- Family members enroll for one year at a time
- Enrollment required
- Very expensive to receive care outside TRICARE Prime
- Not available in some locations away from military bases
- Services may vary slightly from region to region

Why Select TRICARE Prime?

If you're a Sailor, you will be automatically enrolled in TRICARE Prime. TRICARE Prime is best for families who want guaranteed access to the most health care benefits and who live close to an MTF or civilian health care providers who participate in TRICARE Prime. First priority for care at MTFs will be given to Sailors and their families enrolled in TRICARE Prime and whose PCM is at that facility.



Photo by PH2 (AW) Novia E. Harrington

How Much Does It Cost?

Where you get your care - whether at an MTF or with a civilian who is participating in TRICARE Prime - will affect the cost. There is no cost for family members if they receive care at a military hospital or clinic. Visits to civilian PCMs or specialists not at the MTF cost $12 per visit for family members whose sponsor is E-5 and above. Family members whose sponsor is E-4 and below pay $6 for a civilian visit.

Sailors and family members who must spend the night in a hospital will pay about $10 a night for a stay in a military hospital, and only $11 a night, with a minimum charge of $25, for a stay in a civilian hospital. These fees are called co-pays.

How to Enroll in TRICARE Prime

As mentioned earlier, Sailors are automatically enrolled in TRICARE Prime. They may have to fill out a short form to assist with record keeping, but the only other action they need to take is to find out who their PCM is before they need care.

For most Sailors, their PCM is the health care provider at their nearest military clinic (sick call), the independent duty corpsman or medical officer aboard their ship, or their squadron's flight surgeon.

Family members who choose Prime must fill out an application to enroll. Enrollment lasts for one year, and then may be renewed.

New family members — a newborn or adopted child — are automatically covered under TRICARE

Prime for 120 days after their birth or adoption. After that, they must be enrolled to continue enjoying Prime's services.

Information about enrollment and enrollment forms are available at TRICARE Service Centers, which are located near MTFs and other areas with large military populations.

An Important Note For TRICARE Prime Enrollees

TRICARE Prime enrollees who decide to seek care from other than their PCM or the medical specialists participating in Prime without getting authorization from the TRICARE Service Center will find that health care can be very expensive — even more expensive than TRICARE Standard.

TRICARE Prime enrollees can not participate in TRICARE Extra or Standard.

TRICARE Standard

TRICARE Standard used to be called CHAMPUS. With TRICARE Standard, family members may choose any doctor or health care facility they want for health care, and the government will reimburse part of the cost. So while it offers great flexibility, it may be the most expensive choice.

TRICARE Standard

- Greatest flexibility in choosing health care providers
- Most convenient when traveling away from home
- Potentially most expensive option
- No enrollment required
- Can seek space-available care in military hospitals and clinics, but at lower priority than TRICARE Prime enrollees
- Available everywhere

Why Select TRICARE Standard?

This option offers the biggest choice of health care professionals. Some of the reasons family members choose Standard are because their regular civilian doctor has decided not to participate in TRICARE Prime; they travel frequently; they live very far from a MTF; they are away at school; or they have other health insurance.

How Much Does It Cost?

With TRICARE Standard, the government shares health care costs. Beneficiaries are required to pay an annual deductible, which is the amount family members pay each year on their medical bills before Standard starts sharing the cost. For E-4 and below, the deductible is $50 for one person or $100 for two or more family members. For E-5 and above, the deductible is $150 for one person and $300 for two or more family members.

Once the deductible is reached, the government will pay 80 percent of the costs - providing it doesn't exceed the amount the government says it should cost.

A Word of Caution for Standard Users

If the health care provider chosen charges more than the government is allowing, the family member is responsible for not only 80 percent of the charges, but also up to 15 percent over the "allowable" amount.

Usually, overnight hospital care will be provided at the nearest MTF. The exceptions to using a MTF include: it's full and there's no space available; special authorization for care at a civilian hospital has been approved; or a life threatening emergency required immediate admittance to a civilian hospital.

For civilian in-hospital care, family members pay about $10 a day, or a minimum of $25, whichever is more. Cost for in-hospital care at the MTF is about $10 a day.

TRICARE Extra

A third choice available to family members is TRICARE Extra. Extra offers a wider choice of health care providers and facilities than Prime, and also can keep costs lower than Standard.

TRICARE has made arrangements with many doctors and other health care providers, as well as health care facilities, to charge what the government will allow for treatment, and also give patients a 5 percent discount over TRICARE Standard.

These health care providers and facilities are sometimes called "preferred providers."

TRICARE Extra

- Can choose any doctor in the TRICARE Extra network
- Can use health care providers not in the Extra network, but at Standard rates
- Less expensive than TRICARE Standard
- Still may be expensive
- More widely available than TRICARE Prime
- No enrollment required
- Can seek space-available care in military hospital and clinics, but at lower priority than TRICARE Prime enrollees

Why Select TRICARE Extra?

It is chosen most often by family members whose regular doctor participates in TRICARE Extra. Family members may choose Extra when they live too far away from an MTF for it to be convenient, but want to reduce health care costs as compared to TRICARE Standard.

How Much Does It Cost?

Just like with TRICARE Standard, the government shares the cost of health care. The government pays 85 percent of outpatient visit charges — which is 5 percent more than the 80 percent TRICARE Standard participants are reimbursed — when doctors and specialists who participate in Extra are used. Also, doctors and specialists who participate in Extra have agreed to charge government-approved rates, so there are no additional charges over the 15 percent. That's not always the case with Standard.

An overnight hospital stay under Extra costs the same as Standard.

Another benefit of Extra is that family members can switch back and forth between health care providers who participate in Extra and those who don't. Since there is no enrollment in either Standard or Extra, you can use an Extra-participating doctor for one type of care, and a non-participating one for another type of care without any penalty.

Just like with Standard, you must pay the deductible. It's the same as Standard's.

And, just like with Standard, family members can still seek care in a MTF on a space-available basis.

Who is Eligible for TRICARE?

All active-duty Sailors, their spouses and their unmarried children under 21 are eligible for TRICARE. Also, children who are full-time college students under 23 and most severely disabled unmarried children, no matter what their age, are eligible.

Also, the spouses and unmarried children of Reservists who are ordered to active duty for more than 30 days or die on active duty are eligible. Contact your local TRICARE Service Center for more details on eligibility.

Health Benefit Advisors

Health Benefits Advisors (HBA) are the experts on military health care and health care services and choices available to Sailors and their families. Every MTF has at least one HBA and they are also



available at TRICARE Service Centers. To talk to an HBA, call the TRICARE toll-free information number for your region to find the one closest to you, or if TRICARE isn't in operation for your region, call your local MTF.

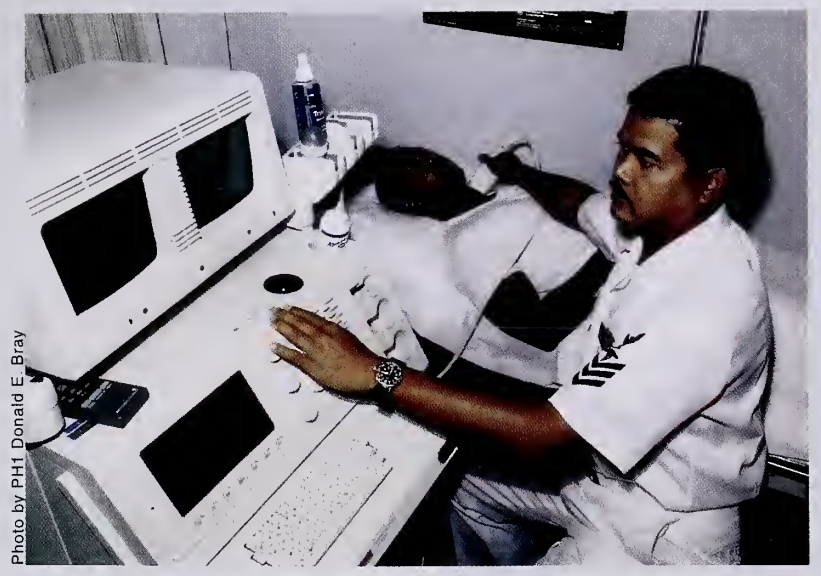


Photo by PH1 Donald E. Bray

TRICARE Service Centers

There's a TRICARE Service Center near most MTFs and at other locations where there is a large military population. These centers are staffed with TRICARE service representatives who can assist Navy families choose the TRICARE option that's best for their needs.

Other assistance the center provides includes:

- TRICARE Prime enrollment
- Primary Care Manager selection
- Medical appointments scheduling
- Health care benefit information
- Pharmacy mail-in and retail service information
- Finding doctors and specialists who accept TRICARE Standard payments
- Finding doctors, specialists, pharmacies and facilities that participate in TRICARE Extra
- Issuance of Non-Availability Statements when MTFs are full
- Claims paperwork completion and submission

Nurse Advisors

Nurse advisors are another exceptional health care benefit for Navy families. In most parts of the country, a registered nurse is available to answer health care questions 24 hours a day, seven days a week. Nurse advisors can also provide information on what to do when urgent care is needed away from home.

Remember, in a medical emergency - one that threatens life, limb or eyesight - go to the nearest emergency room immediately.

Prescriptions

Prescriptions can be filled free of charge for Sailors and their families at any military pharmacy whether it's prescribed by a civilian or military health care provider - if the military pharmacy carries the prescribed medication. Other ways to get prescriptions filled include a mail service pharmacy and a civilian retail service pharmacy. The cost for medication ordered in this way depends on whether family members are enrolled in Prime, or participate in Standard or Extra.

Catastrophic Cap

To protect Navy families from devastating financial loss due to serious illness or long-term treatment, a limit has been set on how much families will ever have to pay for medical costs. This is called a catastrophic cap.

The maximum liability for Sailors and their families is $1,000 for deductibles, co-pays and other fees paid in a year.

If retirement is in the near future ...

The military health care benefit, TRICARE eligibility, and TRICARE costs are different for retired Sailors and their families than for active-duty Sailors and their families. Soon-to-be retired Sailors and their families should contact their nearest TRICARE Service Center for information.

Dental care for Sailors and their families

Sailors get free dental care at military dental clinics while they are on active duty.



Photo by PH2 Carl J. Smith

TRICARE Family Member Dental Plan

- Guaranteed access to dental care with a civilian dentist
- Comprehensive dental coverage, similar to civilian dental plans
- No deductibles
- United Concordia pays $1,000 annual maximum per family member for non-orthodontics services
- United Concordia pays $1,200 lifetime maximum per family member for orthodontics
- Choice of dentists; you save more money when you choose a participating United Concordia dentist
- Free pre-treatment estimates of dental services
- One mailing and processing center with electronic claims submission available

Dental care for family members is provided on a space-available basis in most clinics.

Since dental clinics are not always in convenient locations for families, and appointments for dental care for family members are becoming more and more limited, DOD set up the TRICARE Family Member Dental Plan (TFMDP). It offers low-cost dental care for Sailors' families by using civilian dentists.

Enrollment in TFMDP is voluntary, but it is a good way for Navy families to control dental costs and ensure access to dental care when needed. The cost for TFMDP is shared by the government and the family member. Sailors pay a modest monthly fee by payroll deduction to enroll. Cost for a single enrollment is $7.46. A family enrollment for more than one person is $19.09

While this monthly fee provides examinations and cleanings for no additional fee, other dental services require a co-pay or cost share. For example, 80 percent of the cost of a filling is paid for by the government. Family members are responsible for the remaining 20 percent.

Usually, enrollment is for a minimum of 24 months. Sailors fill out DD Form 2494 or 2494-1 at their Personnel Support Detachment (PSD) to start their payroll deduction and enroll. TFMDP is administered for DOD by United Concordia Companies, Inc. For more information about TFMDP contact United Concordia's customer service toll free at 1-800-866-8499.

TRICARE Co-payments for Active-Duty Family Members

	TRICARE Prime E-1 through E-4	TRICARE Prime E-5 and above	TRICARE Extra	TRICARE Standard
Annual Deductible	$0	$0	$150 Individual $300 family $50/$100 for E-4 and below	
Civilian Outpatient Visit	$6	$12	15% of negotiated fee	20% of allowable charge
Civilian Inpatient Visit	$11 per day ($25 minimum)	$11 per day ($25 minimum)	Greater of $25 or $9.70 per day	Greater of $25 or $9.70 per day
Civilian Inpatient Mental Health	$20 per day	$20 per day	$20 per day	$20 per day

Transfers & Housing

In the Navy, transfers are inevitable. But, just knowing the transfer will come doesn't make the move any easier. What makes it easier is knowing what information you need, where to get the information and what the Navy's policy is regarding permanent change of station (PCS) moves and housing. This article discusses those specific topics. It gives you tips on renting, signing a lease, buying a home and borrowing mortgage money.

Executing PCS orders and finding affordable housing at a new duty station can be one of the most complex and disruptive times in Navy life — but it doesn't have to be.

Getting started

The first and most important step to take when arranging to move household goods is to go to the experts — your command's Personal Property Shipping Office (PPSO) — for the facts.

A successful move is not a matter of chance. It is the result of planning and a lot of hard work. If you expect a good move, you must play an active role.

Each branch of the armed services operates a PPSO — in some cases they might be jointly staffed offices. Regardless of the branch serving you, you will have experts working for you.

The earlier you meet with the personnel at your PPSO, the greater your chance of moving on the date you select.

Since moving affects the entire family, you and your spouse should attend the interview with the PPSO. This is especially true when the service member may have to leave for a new duty station before his or her family, leaving the spouse behind to complete the move.

The counselor can advise you of the weight you are authorized to ship, the places you are authorized to ship to and from and the number of shipments you are authorized to make. Get the phone numbers for the destination personal property office.

The counselor will assist you in preparing the required documentation for each authorized shipment. You will be required to sign these documents and verify that all the information is correct. Incorrect documentation could delay your shipment and/or result in excess cost to you. You will



need four complete copies of orders (and amendments, if any) for each shipment.

If you can't personally visit the transportation office, you may appoint your spouse or someone else to act on your behalf. Your legal assistance office can assist you in obtaining a power of attorney, the preferred type of appointment.

What can I ship?

You may ship household personal effects and professional books, papers and equipment. Unless you are moving to a restricted area, you may also ship household items that may include spare parts for a privately-owned vehicle, motorcycles and boats. Consult your local PPSO on other items that may qualify for shipment. Your personal property counselor will provide you with a list of unauthorized items.



Photo by PH3 Sam Dallal

Weight limitations

Several factors govern the weight allowance for household goods you can ship at government expense: your pay grade, whether or not you have family members and the location of your new duty station.

You may separate professional items and authorized consumables from the rest of your property so they may be packed, marked and weighed separately. When these items are properly listed on the inventory, their weight is not counted as part of your weight allowance.

Professional books, papers and equipment do not include office, household or shop fixtures, furniture (such as bookcases, desks, file cabinets, etc.) or sports equipment.

Unaccompanied baggage consists of items you need immediately on arrival at your destination, pending receipt of your household goods. It is packed and shipped separately from your household goods. This shipment is charged against your total prescribed weight allowance.

The government pays for two different types of storage – temporary (short-term) and non-temporary, long-term storage. The total weight of all your shipments, shipped or stored, should not exceed your authorized weight allowance.

Boats, boat trailers and the weight additive assessed by the carrier are included in your weight allowance. By definition, this means canoes, skiffs, sailboats, light rowboats, kayaks and dinghies or sculls of any size, may be shipped as household goods. Boats less than 14 feet in length, with no boat trailer, may be shipped as regular household goods. Boats more than 14 feet long, or with a trailer, will be shipped by the one-time-only rate method. You are responsible for paying all costs for special services such as lift-on or lift-off, or boat handling charges.

It is also your responsibility to pay for any additional transportation costs above what it would have cost the government to ship a like weight of household goods. It is almost impossible to move a boat without additional charges.

You are allowed to ship one privately owned vehicle (POV) at government expense to or from an overseas area when permitted (some overseas areas restrict shipment of POVs).

Your PPSO counselor will advise you about your entitlements, responsibilities and documents needed for shipping or storing a POV. The counselor will also provide a copy of the booklet, "Shipping Your POV," which provides general information of value and specific information on the various ports.

After receiving your orders, you may ship household goods or a mobile home between permanent duty stations within CONUS and Alaska. You can also move a mobile home to a designated place if it will be used as a residence by your family members.

You should receive a booklet, "Moving Your Mobile Home," from the counselor at the PPSO. Moving a mobile home can be very expensive. The average excess cost is usually more than $1,000. Don't move a mobile home without first contacting your local PPSO.

Do It Yourself (DITY)

When you just can't bring yourself to turn over your belongings to strangers, you have an alternative to a commercial move — the Do It Yourself (DITY) move.

To qualify for the DITY program, you must obtain authorization from the PPSO prior to making the move, retain empty and loaded truck weight tickets as well as receipts for all expenditures and submit all required documentation to the Naval Transportation Support Center, Norfolk.

You can have a commercial move and also do a DITY move for items you will need immediately or prefer to handle yourself. The most important thing is to contact the PPSO for assistance prior to the move.

Joint Federal Travel Regulations Weight Allowances (Pounds)

(Effective July 1, 1989)

Grade	PCS Without Dependents	PCS With Dependents	TDY
O-10	18,000	18,000	2,000
O-9	18,000	18,000	1,500
O-8	18,000	18,000	1,000
O-7	18,000	18,000	1,000
O-6	18,000	18,000	800
O-5	16,000	17,500	800
O-4/W-4	14,000	17,000	800
O-3/W-3	13,000	14,500	600
O-2/W-2	12,500	13,500	600
O-1/W-1	10,000	12,000	600
E-9	12,000	14,500	600
E-8	11,000	13,500	500
E-7	10,500	12,500	400
E-6	8,000	11,000	400
E-5	7,000	9,000	400
E-4**	7,000	8,000	400
E-4*	3,500	7,000	225
E-3	2,000	5,000	225
E-2/E-1	1,500	5,000	225

* Two years or less
**More than two years

Entitlement is limited to 2,000 pounds or 25 percent of household goods weight allowance, whichever is greater, when shipment is to or from an overseas station that has been designated by the military service as a place where public quarters or private housing is furnished with government-owned furnishings.

You and the packers

After your interview, the PPSO makes all the arrangements with a moving company to pack, load and move your property. After arrangements have been made, they should not be changed. Changing moving dates, especially during summer months, can mean a lengthy delay in getting your move rescheduled. Your job doesn't end with the interview. It's important that you know your own and the carrier's responsibilities in handling and moving your property.

You are responsible for dismantling TV antennas; emptying, defrosting and thoroughly washing the inside of a refrigerator and/or freezer; draining water from hot tubs and water beds; removing window air conditioners; disconnecting all electric items from power supplies; disposing of foods that could spill or might spoil in transit; disposing of worn out and unneeded items; removing pictures, curtain rods and mirrors from walls; dismantling and cleaning outdoor play equipment and outdoor structures; and removing all things from the attic, crawl space or similar storage areas within the residence. The list

doesn't end here. You need to read the "It's Your Move" booklet for additional information.

The carrier is responsible for packing and preparing all of your property for safe shipment. The carrier must protect appliances, use new and clean packing material for linen, clothing and bedding; use new or like new packing material for other items; pack mirrors, pictures and glass table tops in specially designed cartons; protect all finished surfaces; properly roll and protect rugs; mark each carton to show general contents; prepare an accurate and legible inventory; ensure nothing is loaded on the tailgate of the moving van; and remove all excess packing material from your residence.

If you have any problems during your move, either at origin or destination, do not argue with the carrier — call the quality control section of the PPSO and let the experts handle the problem. As the government's representative, the PPSO has the expertise and the legal authority to identify and solve any problems that may arise during the move.

Contact the PPSO at your new duty station as soon as possible after arrival even though you may not know the delivery address for your household goods. The transportation office needs a telephone number and address where you can be reached on short notice. As soon as you have a delivery address for your household goods, call the transportation office again and provide this information. Be prepared to accept delivery of your property as soon as it arrives. This prevents additional handling and thus reduces the possibility of loss or damage. It also reduces or eliminates storage expenses.



Photo by PH3 Sam Dallal

Unless your shipment is insured for a higher valuation, the carrier's liability for loss or damage occurring during transit is limited to $1.25 times the net weight of the entire shipment. For nontemporary storage shipments booked after Jan. 1, 1997, the warehouse liability is $1.25 times the net weight of the entire shipment. Make sure you discuss the valuation of your household goods with the PPSO counselor so you can purchase additional insurance if the value of your household goods exceeds the government's basic coverage.

On delivery, the carrier is required to provide you with DD Form 1840/1840R. You and the carrier's representative are required to annotate the DD Form 1840 with all the damage and loss you observe at time of delivery. If you do not list missing items or obvious damage on this form at delivery, you may forfeit your chance of getting paid for these items.

After delivery, list any additional damage or loss discovered on DD Form 1840R, the reverse side of DD Form 1840, and submit these documents within 70 days of delivery to your local claims office.

If you should fail to list the damage and submit these documents within 70 days, the amount you are paid will almost certainly be less, as the government will not be able to recover from the carrier for items not reported within 70 days.

Annotation of loss or damage on the carrier's inventory or any other forms is not acceptable for processing a claim. Remember, the carrier has the right to inspect and offer to repair damaged articles. Do not throw anything away unless instructed to do so.

Family Housing program

Housing always has been a primary concern of Navy people regardless of duty assignment. The principle objective of the military housing program is to ensure that all military personnel, their spouses and family members have adequate quarters. Members receive BAQ and VHA for housing in the civilian community or are assigned to adequate government housing.

Family housing is owned and operated by the Navy, but the basic policy is to rely on the local civilian housing market in communities near military installations as the primary source of family housing.

Each year, certain military installations conduct surveys to determine whether a local community's housing market can meet the Navy's needs.

Vacant rental units in the area are also evaluated for suitability.

Several criteria are used to determine whether rental units are suitable for and usable by military members.

First, a unit must be within a one-hour commute of the base. Second, the unit must be in adequate condition, including such amenities as hot and cold running water; flushable toilet; shower and bath; electrical service; adequate heating and cooling; and a sufficient number of bedrooms for the family size. Third, and possibly most important, it must be affordable, which means that housing costs do not exceed the sum of housing allowances plus an additional amount the Office of the Secretary of Defense has determined a member can absorb "out of pocket."

A periodic review of the adequacy of housing units available in a local market determines the need for allowance improvements.

Military family housing

As popular as living in the civilian community is, base housing still is the choice of many and results in long waiting lists.

Military family housing falls into two categories — adequate quarters and substandard quarters.

The Navy currently manages about 71,000 adequate family housing units worldwide, that are available to service members in lieu of the housing allowance. These quarters are normally unfurnished, with the exception of a stove and refrigerator, and all the utilities — except the telephone — are paid for by the Navy.

To give everyone consistent treatment for assignment to quarters, the Chief of Naval Operations has established the following guidelines:

- All Navy personnel with accompanying family members and in some cases other service personnel, whether assigned afloat or ashore, are eligible to obtain housing.
- There is to be no discrimination based on race, color, religion, age, handicap, national origin or sex.
- No more than 25 percent of the public quarters at any installation may be designated for officers without the specific approval of the CNO.
- Assignment shall be made to units with specific numbers of bedrooms based on either family composition or pay grade.

COs retain the authority to plan, program and determine the best use of resources so that all eligible members can compete equitably for available quarters.

The Navy manages approximately 1,200 substandard quarters, which are available to all Navy members and eligible civilians, with priority given to junior enlisted personnel.



These substandard units are similar to adequate units except that they have been declared substandard, normally because of floor space limitations. Members assigned to substandard quarters pay either the fair market rental or 75 percent of their BAQ, whichever is less. Variable Housing Allowance/Overseas Housing Allowance payments are not authorized for personnel occupying substandard quarters.

Substandard quarters are retained only as long as they can be economically maintained in a safe and sanitary condition. Members residing in substandard quarters may remain on waiting lists for adequate family housing.

Accommodations for transient families

Transient family accommodations (TFA) are substandard quarters that have been removed from the family housing inventory and are for use by accompanied personnel of all grades assigned to ships undergoing overhaul or repair.

Naval shore installations authorized to operate TFAs and the number of units at each are: Norfolk Naval Shipyard (73) and Puget Sound Naval Shipyard (347).

The units are furnished and offered at minimum rental rates as approved by the Chief of Naval Personnel. Personnel taking advantage of TFAs still may draw BAQ or retain government housing at their regular home port.

Bachelor quarters

There are two ways the Navy satisfies the housing needs for unaccompanied permanent party personnel and transients: government provided berthing and government compensation.

Bachelor quarters (BQs) are available at 148 installations around the world. When adequate housing for unaccompanied personnel is not available, service members normally are eligible for compensation, either with their housing allowance or per diem.

Permanent party members without families are entitled to BAQ at the without-dependent rate, and transients are entitled to the quarters portion of per diem.

Navy installation commanders plan the usage of on-base BQs so that housing requirements are fulfilled in priority order. Service members with the greatest need for Navy BQs are accommodated on base. Of course, in areas with housing shortages, all eligible groups cannot always be accommo-



Photo by JO2 Rodney Furry

BQ Standards

Minimum standards of adequacy for assignment of permanent party personnel and PCS students.

Grade	Minimum Standards
O-3 and above	400 sq. feet net living area; Living room, bedroom, private bath, access to kitchen or officers dining facility receiving appropriated funds.
W-1 to O-2	250 sq. feet, net living area; Combination sleeping/living room with private bath.
E-7 to E-9	270 sq. feet, net living area; Private room; private bath.
E-5 to E-6	135 sq. feet, net living area; Private room; bath shared with no more than one other.
E-1 to E-4, except E-1 recruits and trainees	90 sq. feet, net living area; Room with no more than four people; central bath facilities.
E-1 recruits and trainees	72 sq. feet, net living area. Open bay and central bath facilities.

Minimum standards of adequacy for assignment of temporary duty and transient personnel.

All officers and warrant officers	250 sq. feet, net living area. Private room, private bath
E-7 to E-9	250 sq. feet, net living area; Private room; bath shared by no more than one other.
E-5 to E-6	135 sq. feet, net living area; Private room; bath shared by no more than one other.
E-1 to E-4, except E-1 recruits and trainees	90 sq. feet, net living area; Open bay (minimum) and central bath facilities.
E-1 recruits and trainees	72 sq. feet, net living area; Open bay; central bath facilities.



dated. To provide adequate housing to as many residents as possible, assignment priorities have been established and implemented by OPNAVINST 11103.1B. For each pay grade, DOD has defined adequate assignment standards. Residents should receive no less than what is specified when assignment to a BQ is mandatory, except in cases of military necessity.

At some locations, civilian housing costs and shortages of BQs on base combine to make adequate quarters difficult to find or unavailable.

When there are not adequate BQs available for assignment, Navy members may volunteer to live in BQs that do not meet assignment standards for their pay grade.

The Navy also helps members find a place to live in the civilian community through referral services.

Housing referral services for families and bachelors

When you receive PCS orders, you are directed to report to the housing office for housing referral services (HRS) at your new duty station.

The housing office can ease the trauma that is sometimes associated with moving to a new area. Services offered by the HRS to help newcomers are:

- Maintaining nondiscriminatory rental and sales listings for housing within commuting distance of the installation;
- Assisting in determining the vacancy/availability of specific units before the service member leaves the office;
- Investigating all complaints of discrimination;
- Maintaining a restricted sanction list of all landlords/housing complexes practicing discrimination; and
- Acting as a mediator in tenant/landlord disputes when requested.

Renting

When you choose to live in the community, the rent you pay — in spite of your quarters allowances — represents a sizable portion of your income. Therefore, you should be aware of some of the legal and financial obligations. Rely on your housing office to give advice for suitable community housing. Rental rates vary from location to location.

Leasing process for families and bachelors

When you've found the place you want, you may be asked to sign an application for a lease and to pay a deposit. This document isn't the actual lease. So before you sign it, make sure it includes a statement indicating that the money you've deposited to hold the unit will be refunded if the unit does not become available within a stated time limit. Make sure you get a receipt and a copy of the application.

Before you move in, you may be asked to pay a security deposit usually equal to one month's rent. This may vary from location to location. The deposit covers the cost of any damages you may be responsible for when you vacate. If you vacate your apartment or house in good shape, so that no repairs are necessary, your deposit should be returned. Be sure to keep the receipt for your security deposit or, if you pay by check, be sure to note on the face of the check, "security deposit."

A check-in inspection of the unit should be done noting the condition of the unit and signed by the landlord and tenant. When vacating, this check-in sheet can be used to determine damages (if any) to be deducted from the security deposit. If you have any problems, contact your HRS for assistance and mediation if needed.

The lease itself is a contract that defines the rights and obligations of both the

landlord and tenant. When you sign a lease, you are legally bound to observe its terms. Don't take the owner's or rental agent's word that it is just a standard form and that everybody signs it. Read it over, understand it and consult your HRS or legal assistance officer if you have any questions. Military personnel have special problems, and leases should be written to protect their interests as well as those of the landlord.

Every military tenant should insist that a military clause be included in the lease. This clause generally states that the member can terminate the lease if PCS orders are received. The clause may not allow the termination of the lease just because on-base housing becomes available. There is no standard military clause. The wording is a matter of negotiation between you and your prospective landlord.

Before you sign any lease, you should consult the legal assistance office or your housing referral officer.

Buying

Since buying a home requires a considerable outlay of money, there must be an advantage to buying rather than renting. Those who pay rent only have the use of the premises they occupy. Those who buy have a tax advantage for owning their home.

The portion of your house payment that is applied to interest can be claimed as a deduction on your income tax return. If you are a service member, there is no down payment on VA loans unless the sales price is over the maximum VA loan limit.

Mortgages

If you decide to buy a home and you don't have enough money to pay cash, you must borrow the funds. Loans on homes require a mortgage or deed of trust.

The amount organizations are willing to lend depends on the location, the current interest rate on mortgage loans, the appraised value of the property you want to buy and your ability to repay the loan.

The three standard types of mortgages are conventional (from a bank or banking institution), loans guaranteed by the Federal Housing Administration (FHA) and loans guaranteed by the Veterans Administration (VA).

During the past several years, new types of "creative financing" have been developed as alternatives to traditional mortgages. Some of these may involve variable rate mortgages, where the interest rate constantly changes to keep pace with the market place.

Anyone may apply for a creative financing, conventional or FHA mortgage loan. FHA mortgages differ from the other two mortgages in two ways. First, the lender is insured by the FHA against losing money on the loan. Second, the percentage of the appraised value that can be lent, and other mortgage terms, including prepayment provisions, are closely regulated by federal law.

The VA has been guaranteeing home loans for veterans and service members for years. Because VA-guaranteed loans require no down payments, it's easier for young couples, and those who have been unable to save enough for a conventional mortgage loan, to purchase their first home through the VA.

If you are an eligible veteran or an active-duty member seeking to buy a home, contact the nearest VA office, your duty station housing office or any real estate brokerage firm for information about a VA loan.⚓



Photo by PH1 Jim Hampshire

Overseas Duty

You've talked over the duty station possibilities with your family, weighed the effects of different assignments on your career and negotiated with your detailer. Finally, the orders to an exotic overseas duty station arrive. Have orders? Now what?

You and your family will be screened to determine your suitability for an overseas duty assignment by your detailer, by medical personnel and by your current command. This evaluation of your records will note any special problems you or your family members may have that could affect your move overseas. If no impediments are found, you've got your overseas assignment!

Whenever you receive permanent change of station (PCS) orders, the Navy's Command Sponsor Program is designed to help you . During a transfer overseas it's even more important to take advantage of the program. Request a sponsor from your gaining unit as soon as you have your orders. Your sponsor will have information about your overseas duty station and can guide you through much of your transfer process, especially at the gaining end.

There is also a Relocation Assistance Program (RAP) at your local Family Service Center (FSC). RAP can provide vital information long before your sponsor can contact you. RAP is one of your most important PCSing tools whether you have a family or not, and whether you're going on an accompanied tour or not. The FSC is there for all Sailors, married or single.

SITES

If you're going to a base large enough to have an FSC of its own, the most important single resource you will find is the installation's Standard Installation Topic Exchange Service (SITES) file.

SITES is available at every FSC and on the World Wide Web. SITES has information files on almost 300 installations of all branches of service worldwide, including nearly 90 OCONUS bases. SITES files include information on the installation itself, the surrounding community, on- and off-base housing, schools for both children and adult continuing education, child care, spouse employment and volunteer opportunities, recreation, and much more. SITES is updated by the local installation RAP staff quarterly, so the data is current. You may look at the files on a computer at the FSC and/or get a printout of part or all of the file to take away with you. Files include up to a dozen color photographs currently (they print out in



U.S. Navy photo



Photo by PH1 Dolores L. Anglin

black and white), and six additional photographs will be added to each file late in 1997.

If you have access to the World Wide Web, you can go directly to the SITES webpage yourself at **http://www.dmdc.osd.mill/~sites**.

Even if you can get all your SITES information at home, the FSC RAP office will still have more information on any sizeable overseas base. In addition to a library of Welcome Aboard Packets, there are Welcome Aboard videos on most overseas Navy bases, including Hawaii; Yokosuka, Sasebo and Atsugi, Japan; Guam; London; St. Mawgan; and Naples and Sigonella, Italy. Videos on Puerto Rico and Gaeta and La Maddalena, Italy will be released by the fall of 1997. The local RAP staff can also guide you in asking the questions you may not know you need to ask if you've never been overseas before, or if you've never been with your family.

Shipping household goods

Schedule an interview with your base personal property office.

Special allowances. Check with your disbursing office on any special pays or allowances you may receive at your new duty station. Special pay could include a cost of living allowance, "rent plus," a housing allowance, a station allowance, foreign pay or isolated duty pay. The SITES file should also address any special allowances or pays, as well as special tax treatment or savings. Another source of information about allowances is the *Joint Federal Travel Regulations Manual.*

Housing. With the information your sponsor and your SITES file provides on available housing, you could have a place waiting for you if you're willing to give your sponsor a limited power of attorney to sign a lease or make a deposit for you. See your legal affairs office for assistance with powers of attorney.

For unaccompanied housing, you may elect to live on the local economy and will receive basic allowance for quarters, but you may need permission from the command. A few overseas duty stations do not allow service members to live off base. Check with your sponsor and look at the base SITES file for more information.

Will you need a car?

The country you're going to may have good public transportation and you may not need your own vehicle; or the traffic or insurance costs may be such that you'd just rather not have the hassle. On the other hand, a car is as useful, or vital, at some overseas locations as it is in the United States.

If you do decide to take a car, the government generally will pay for the shipment of one privately owned vehicle – be sure to have all the ownership papers before shipping. You may ship your car only if it meets all requirements of the host country. Each country sets its own restrictions on importation. It's your responsibility to make the necessary modifications to your vehicle to meet those restrictions. Check with the passenger transportation office or the personal property office at your current base about what you need to do to ship your car.

If you have a car loan, you won't need permission from the bank to take the car OCONUS, but you should start an allotment to cover the payments.

Your current insurance agent may be able to extend coverage to cover the country you're going to. If so, it may be more expensive than your insurance has been, but will probably be less expensive than if you got insurance overseas.

Pets

It may be nice to think of taking your pet with you to the new duty station; but some overseas countries don't allow animal importation, and many countries that do allow dogs and cats to be imported do not allow "exotic" pets, such as parrots, ferrets and lizards. Additionally, some countries require a quarantine period of up to six months, which can be very hard on the pet as well as very expensive for the owner. Sailors should note that the state of Hawaii requires a long and

expensive quarantine period for dogs and cats, and prohibits the importation of many "exotics." The installation SITES file should provide specific information about any pet restrictions. If the installation has no SITES file, the U.S. Department of Agriculture, the country's embassy in the United States or your base veterinary service can tell you what the quarantine period is.

If you are taking a dog or cat you will need an international health certificate and a current rabies vaccination certificate, both available from your veterinarian. Many countries have more stringent requirements for rabies vaccination than the United States does, so you may need to get your animal vaccinated again even if its vaccination is still current by American standards.

You will also need to make and pay for transportation arrangements for your pet. Pets may be allowed on MAC flights, but all pets regardless of size must fly as cargo on a MAC flight and the number of pets allowed on a particular flight will be more limited than on a commercial flight.

Once you arrive in country you will typically find that few temporary living quarters will allow pets, so you will probably have to make arrangements to board the animal until you have permanent quarters.

The Navy RAP staff at BUPERS recommends, as a rule of thumb, that you strongly consider finding your pet a good home prior to your overseas move, especially if the move is to a country that requires an extensive quarantine. If you choose to take your pet with you, it will be easier for both you and the pet if you leave it with a friend, relative, or a boarding kennel until you can send for the animal.



U.S. Navy photo

What you'll need

Schools. DOD operates a school system in most overseas areas where American Forces are stationed. Your sponsor, SITES and your new command can help you with information about Department of Defense Dependent Schools (DODDS.) Be sure to take copies of school transcripts and records as well as medical records with you; hand carry these documents so your children can be registered immediately upon arrival. Again, look at the base SITES file for specifics.

Driver's licenses. Some countries will issue you a driver's license or honor an international driver's license that you can get before going overseas; in other countries you may be required to use a U.S license by the Status of Forces Agreement (SOFA). Be sure to look in the SITES file and to ask your sponsor about the local rules. If you or family members will need international driver's licenses, check with the American Automobile Association or your state Department of Motor Vehicles about getting them before you leave.

Adult education. Most U.S. overseas stations have continuing education programs through college and community college extensions. Check with your base's Navy Campus and the base SITES file for the college(s) operating at your assigned overseas duty station. If family members are or will be going to college while you are overseas, you may wish to make arrangements for correspondence courses instead of or in addition to conventional classes, as American college and university classes overseas are often more expensive than their U.S. counterparts. At smaller bases, course offerings will often be more limited as well. On the other hand, it may be possible to enroll in schools in the host nation, at least in major urban areas, which would be a wonderful intercultural experience for anyone able to take advantage of it.

Once you're there

Your new base will conduct orientation programs for incoming active-duty members and their families. Often, special intercultural relations or cultural adaptation classes will be offered through the FSC, staffed in part by local nationals with long experience with Americans.

Family members are especially encouraged to attend the sessions on culture shock and coping skills, and to participate in field trips. It's important to remember that the active-duty member will typically spend most waking hours working in a relatively familiar environment, with other Sailors, doing a familiar job.

The family members, especially if they live on the economy, will spend up to 24 hours a day in a foreign country. Their perceptions may be very different from those of the active-duty member, and they may have a much greater need for early assistance in cultural adaptation.

At some overseas duty stations you may receive ration coupons and control cards when you check into the command. Supplies of items like gasoline, cigarettes, liquor, stereo equipment and cameras may be limited, especially in isolated areas, since they may be highly desirable items for the illegal black market.

Buying overseas

Most familiar brand names manufactured in the United States are available in your base commissary and Navy Exchange, but because these items are "imported" to the base you should expect shortages. Be prepared to try different brands of foods and clothes in your host country — it's part of the adventure!

If you have a special diet, take an emergency stock with you. Even if you're a perfect size, take along mail order catalogs. You may well find that you are an irregular size in either clothes or shoes on the local economy.

American appliances may not adapt to the host country's electrical outlets or current. Navy Exchanges can provide equivalent appliances configured for the country's current. Transformers or adaptors will often be required to operate your existing appliances, which may still not operate as well as they do on their "native" current.

Almost all foreign countries use different TV broadcast standards, which means that your TV and VCR may not work for local TV. American programming is usually available from the Armed Forces Radio and Television Service, Los Angeles. Check with your base officials for more information.

On base, you can buy items without tax. Off base, you can generally purchase an item tax free by applying for a refund of the local sales, value added or luxury taxes. Sales taxes in some countries are astonishingly high by American standards, but your command can tell you which forms and procedures you need to use to get foreign tax relief.

Family matters

- Marriages to foreign nationals. Paperwork will need to be filled out to marry and bring back a foreign national as your family member. Check with your command's legal services office on regulations governing marriage to a person from another country.

Do this before marrying the person; the local national may need a visa to enter the United States, regardless of the marriage, and the visa may not be automatically or quickly granted. Sailors holding some rates may be required to address and resolve security clearance issues in advance.

- Children born overseas. Any child born overseas needs two birth certificates, one as a U.S. citizen filed with the American Embassy in the foreign country and one from the base hospital.

- Medical care. Check with your present base clinic, the base SITES file and the Exceptional Family Member Program (EFMP) if you have special needs. Routine dental care is available at most overseas commands on a space-available basis, but orthodontic care is available only at major dental centers. Even routine care for family members may be on a space-available basis.

Take care of known and treatable conditions before you transfer. Make sure your dental records are up to date. If you get sick and aren't near American doctors or facilities, seek advice from the Embassy or Consulate. They will recommend a reliable doctor.⚓

ID Cards & Benefits

Your ID card is like a special admission ticket which helps you get the most for your money. When used properly, it can open doors to a wide range of education, health, entertainment and other benefits for you and the members of your family, often at considerable savings. Possession of an ID card is a privilege and should be treated as such.

The Navy resale system — especially Navy Exchanges and commissaries — has come to be an important benefit for Navy personnel and their families. And your military ID card is the key that unlocks the door to good quality products at competitive prices.

ID cards

Four kinds of military identification cards are issued to members of the uniformed services (Army, Navy, Marine Corps, Air Force, Public Health Service, Coast Guard and National Oceanic and Atmospheric Administration) and their family members.



■ The U.S. Armed Forces Identification Card, DD Form 2 (Active), is the primary source of identification for active-duty military personnel. It also serves as identification under Article 17 of the Geneva Convention. DD Form 2 (Active) authorizes the holder to uniformed services medical care, commissary, exchange and special services privileges.

■ The U.S. Armed Forces Identification Card, DD Form 2 (Reserve), is the primary source of identification for Reserve military on inactive duty or retired without pay. DD Form 2 (Reserve) has the same format as the DD Form 2 (Active) thus meeting the requirements of Article 17 of the Geneva Convention. This card, when presented with other appropriate identification (i.e., orders or drill statements), gives the holder certain privileges and benefits while on active duty.

■ The U.S. Uniformed Services Identification Card, DD Form 2 (Retired), identifies retired military personnel. An authorized holder of DD Form 2 (retired) is entitled to all benefits and privileges as applicable.

■ The U.S. Uniformed Services Identification and Privilege (ID) card, DD Form 1173, is used to identify persons such as a Sailor's family members, eligible for benefits and privileges administered by the uniformed services.

Although, this article primarily discusses the ID card, it also explains the Navy commissary and exchange systems which, as part of the Navy family's total benefit package, helps boost your purchasing power.

The ID card

The ID card is the standard identification and privilege card for family members of active-duty personnel, family members or members retired with pay (including those drawing Fleet Reserve retainers), surviving family members of deceased retirees, family members of deceased active-duty personnel, 100 percent disabled veterans and their family members and a few other special categories. Authorized family members include:

- Spouses.
- Former spouses (must meet eligibility criteria established by law and be approved by sponsor's branch of service).
- Unremarried widow(er)s.
- Unmarried children under age 21 (including adopted children or stepchildren).
- Unmarried children over 21 (incapable of self-support due to a physical or mental incapacity and approved by sponsor's branch of service).
- Unmarried children between 21 and 23 who attend college full time.
- Parents (or parents-in-law) dependent upon the sponsor for more than one-half of their support and approved by the sponsor's branch of service.
- Wards (Children who reside in the household of a sponsor who has legal custody and the children are dependent upon that sponsor for more than 50 percent support)

The ID is recognized by all activities of the uniformed services. Privileges may be modified in areas with limited facilities. In general, facilities are open to card holders depending on the availability and adequacy of the facilities. In certain overseas areas, treaties, Status of Forces Agreements and other military base agreements may place limitations on who can use facilities.

How and when to apply

Application for the ID should be made when the Navy sponsor:

- Enters active duty for more than 30 days.
- Reenlists for continuous active service.
- Retires, transfers to the Fleet Reserve or dies.

Application for a new ID card must be made when there is a change in status that would affect entitlement, or when the card expires, is mutilated, lost or stolen. If you are on active duty, apply on behalf of your family members by signing a DD Form 1172 which can be obtained from the nearest ID card issuing facility or the command having custody of your service record.

You must apply for a new ID for your dependents before you retire or transfer to the Fleet Reserve. Your command will make every effort to issue the new card before you leave active duty, but if it cannot be issued in time, you will be provided with a verified DD Form 1172, which your family members may take to any ID card issuing activity. You will not have to accompany them to the ID card issuing activity if your signature is notarized on the DD Form 1172.

Eligible dependents of deceased Navy members apply for their cards at the nearest ID card-issuing activity.

Each time an ID card is issued or renewed, the family member's record with the Defense Enrollment Eligibility Reporting System (DEERS) must be updated to ensure continuation of medical privileges.





Photo by JO2 Chris Alves

Verification

The application form, DD Form 1172, must be verified through DEERS by your service record holder or the ID card issuing activity before any ID is issued. Your service record holder or the ID card issuing activity makes sure the family members you claim are eligible. Birth certificates, adoption decrees, education statements, divorce decrees or other documents appropriate to your application may be required.

If the eligibility of a claimed family member is questionable, the matter is referred to the Bureau of Naval Personnel (BUPERS) for ruling. (NOTE: Any dependency determination made by the Defense Finance and Accounting Service, Cleveland Center should not be considered "questionable.") If your family member's eligibility hinges on the validity of a divorce decree obtained by either you or your spouse from a foreign country, the case must be forwarded to the base legal services office for a ruling. Any documents you submit to support your application will be returned to you upon request.

Expiration

Although expiration dates for IDs vary, cards are not issued for less than 30 days. The current expiration date is four years from the date of issue. If your family member loses his or her ID, or if it is stolen, report the matter promptly to your command or the nearest ID card issuing activity with a statement regarding all circumstances of the loss. The ID must be surrendered:

- Upon expiration.
- Whenever the card holder becomes ineligible.
- When the sponsor is officially placed in deserter status.
- When a new card is issued (except to replace one that was lost or stolen).
- Upon the sponsor's death, retirement, transfer to the Fleet Reserve or release to inactive duty.
- Upon the call of a responsible officer for administrative purposes.

Change in pay grade

The ID may be reissued because of a change in the sponsor's pay grade when non-issuance would prevent the family member from using or being admitted to facilities accessible only to that grade (e.g., officer clubs, CPO clubs, etc.).

Navy Exchanges

There are 120 Navy Exchanges worldwide. Exchanges offer customers Super Value, private label and brand name merchandise priced below outside retailers.

Super Value merchandise offers savings on regularly stocked merchandise including apparel. You'll find quality workmanship, fabric and fit along with extra features not found in other comparably priced clothing lines. Super Value is marked at the lowest possible price for that item.

Private label merchandise gives customers the same quality as the brand names, but at significant savings. The Navy Exchange's newest lines of private label clothing — Kings Bay and Basic Concepts — sell at 20 to 30 percent below comparable brand names.

Other private label names to look for at the Navy Exchange include Harbor Home towels and Home Style kitchen appliances, NEX brand health and beauty aids, Autoport automobile additives, Patriot's Choice

soft drinks, Harbor View eyewear and American Mercantile film and paper products.

Your Exchange also carries the same brand-name merchandise found in civilian department stores, such as Levi's, Nike, Clinique, Liz Claiborne, Lladro and Tommy Hilfiger, but at a considerable savings.

If you find an advertised item priced lower at another store, the Navy Exchange's "We'll Match It" pricing policy guarantees it will match competitor's current, local, advertised price on any identical in-stock item. There is also a 30-day price guarantee on any item originally purchased from a Navy Exchange and subsequently sold at a lower price by the Exchange or local competitor to include NEX sale flyers and promotions.

You may pay for your purchases in cash, by check or by Visa, MasterCard or NEXCARD. To sign up for a NEXCARD, stop by any Navy Exchange with a Leave and Earning Statement (LES) and fill out an application. Once approved, a temporary card can be issued for immediate shopping. Within 10 days your NEXCARD should arrive in the mail. New account holders will receive 10 percent off their first purchase on the first NEXCARD bill.

An independent survey done in 1996 comparing Exchange and civilian store prices concluded that customers save money in nearly every department at the Navy Exchange. On average, you save 18 percent on purchases at the Navy Exchange and you aren't charged sales tax.

In addition to your savings, 70 percent of Navy Exchange revenue is provided to morale, welfare and recreation (MWR) to support Sailor quality of life. The remainder is reinvested in Navy Exchange facilities to continuously improve the shopping environment. During the past 50 years, the Navy Exchange has contributed nearly $2 billion to support Sailor quality of life.

Navy Exchange Services

The Navy Exchange System operates more than 1,200 services such as barber and beauty shops, flower shops, video rentals, gas stations, laundry/ dry cleaning, photo processing centers, food outlets, vending outlets and custom services. The Navy Exchange System also has optometry clinics, offering professional eye examinations for eye wear and contact lenses, located at many Navy Exchanges worldwide.

Public/private ventures

Public/private ventures are a partnership between the Navy Exchange and a private company to invest capital, labor or technical expertise, to construct, renovate or improve facilities and to provide goods, services or facilities to Navy Exchange customers. The Navy Exchange System is working with companies like AT&T, McDonald's and Subway to provide name brand items and services to its customers.

Navy Lodges

Navy Lodges provide quality, affordable, temporary lodging to authorized patrons. Many of the 39 Navy Lodges worldwide feature amenities such as kitchenettes, irons and ironing boards, cable TV, video tape players and other special equipment including high chairs and cribs.

Navy Lodges keep up with the outside competition, too. Not only are they extremely competi-



Photo by JO2 Rodney Furry



Photo by PH2 Jim Collins

tive in pricing, but they are also dedicated to maintaining modern, comfortable looking rooms. All rooms in the Navy Lodge system are refurbished or renovated on a five-year cycle to provide new furniture, draperies, wall coverings, carpeting, beds and mattresses.

Reservations are accepted anytime for permanent change-of-station personnel with families; 60 days in advance for active duty, spouses and family members of POWs/MIAs, families of patients at naval hospitals and family members of deceased military members; and 30 days in advance for all other authorized guests. Reservations are held at Navy Lodges until 6 p.m. without advance deposits or a credit card guarantee. Once a guest has a reservation or is registered, they can not be bumped to accommodate other guests. To get a Navy Lodge directory or to make a reservation, call 1-800-NAVY-INN.

Navy Uniform Program

The Navy Uniform Program offers customers service through more than 100 uniform centers around the world and the Uniform Support Center (USC).

The USC's Mail Order Program, Chesapeake, Va., is open 24-hours a day, seven days a week to take uniform orders. With 22,000 items in the USC's warehouse, customers can purchase everything from dress uniforms, working uniforms and coats, to shoes, hats and accessories. Uniforms and accessories are normally shipped to arrive in seven to 10 days within CONUS and 10 to 14 days OCONUS. There are no shipping and handling charges. There is a nominal charge for orders shipped overnight for next day delivery.

To place a Navy uniform purchase, the numbers are as follows:

CONUS, Hawaii, Virgin Islands and Puerto Rico: 1-800-368-4088
Alaska: 1-800-368-4089
Bahrain: 800-447
Canada: 1-800-231-6289
Guam: 01800-164-6703
Italy: 1678-72441
Japan: 0031-11-4026
Singapore: 1100-198
South Korea: 008-1-800-958-8272
Spain: 900-98-1292
United Kingdom 0800-89-4372
Overseas DSN: 680-8586

Ship Store Program

The Ship Store Program offers all the necessities a Sailor needs while at sea, including snacks, health and comfort items and semi-luxury goods, such as compact discs and personal cassette players. The ship's store is responsible for the barber shop, which provides haircuts for men and women, as well as laundry facilities to wash, dry and press all types of uniforms.

Vending machines, offering a full range of sodas, fruit drinks and health drinks, are



Photo by JO2 Chris Alves

also a part of the Ship Store Program. Some larger ships even offer dry cleaning services and onboard amusement machines. Revenues from the Ship Store Program are turned over to each ship's recreation fund for quality-of-life programs.

To improve Sailor quality of life, the Ship Store Program has contracted to have commercial telephones installed on deploying Navy ships during the next few years. Last year, commercial telephone service was placed on more than 30 ships. Afloat Sailors and Marines spent more than 5 million minutes calling home. These phone systems have allowed servicemen and women to call from ships located anywhere in the world to the United States for rates that are greatly reduced from the current capabilities.

Another initiative underway is the placement of self-service laundries aboard ships. Sailors will soon have a place to wash and dry their civilian clothes themselves any time of the day or night.

In addition to the laundry's 24 hour-a-day convenience, there is no operational cost for the Sailor to use these machines.

Customer service continues to be the top priority for the Navy Exchange System. You are encouraged to call NEXCOM's customer service comment line at 1-800-NAV-EXCH or 888-NAV-EXCH, any time with your questions or concerns. You can also leave a comment on NEXCOM's website at <www.navy-nex.com>.

Navy Exchange Command

The Navy Exchange System provides its customers with quality goods and services at a savings, and supports many quality-of-life programs. Authorized Exchange customers include Navy men and women, retirees, Reservists and their families.

The Navy Exchange Service Command (NEXCOM), Virginia Beach, Va., oversees the Navy Exchange System, sets the policies and procedures and provides technical assistance.

Commissaries

Commissaries are supermarkets on military installations that sell food and household goods to active-duty military, military retirees, elements of the Reserves and national guard, and their family members.

Today there are more than 300 military commissaries located at bases around the world, all run by the Defense Commissary Agency (DeCA).

Commissary customers buy goods at cost and pay an additional 5 percent surcharge. This surcharge, mandated by Congress in 1952, makes funds available for future construction.

Still, since 1991, DeCA has opened 40 new stores. As patrons at any of those stores can tell you, they are a tremendous improvements over the ones they replaced.

Of the new facilities, 20 are on Navy or Marine Corps bases. All new stores have been entirely paid for by the surcharge thc customers pay; nothing for this construction came out of taxpayers' pockets. ⚓

Family Assistance

This section of Navy rights and benefits has information on where Navy family members can receive family-related assistance. From guaranteed student loans available through the Navy-Marine Corps Relief Society, to the free care provided under the alcohol and drug abuse treatment programs, Navy people can go to a variety of Navy-sponsored and Navy-related organizations for assistance.

Out of concern for the total welfare of Navy members and their families, the Navy has gone beyond the primary considerations of medical and health care, housing and survivor's benefits to offer assistance in many other areas.

Navy Family Service Centers (FSCs)

Navy family service centers (FSCs) assist personnel, their families and single service members with a variety of support services.

FSCs provide a comprehensive information and referral service on a wide range of programs and services, including resources available in both the military and local civilian communities. FSC staff members and volunteers work to coordinate people-oriented support and assistance programs, and assist with personal or family problems.

Each FSC offers assistance and support to existing efforts such as command sponsor programs, command ombudsmen, and pre-deployment and deployment support services. FSCs have information to ease the relocation process and offer educational programs to military families, such as budgeting, finding a new job after a family move, parenting classes, helping families improve their communication skills and many others.

FSCs also offer hospitality kits and information about recreational facilities, child care centers, Navy Lodges and how to get a passport before going overseas. They are ready to help in obtaining legal aid, voting registration information or help with a "special needs" child. They have reference libraries about stateside and overseas duty stations, or will refer individuals to the Overseas Duty Support Program for more detailed information about overseas duty stations. They also help individuals and families by referring them to chaplains.

There are currently 72 FSCs throughout the United States and overseas providing services to more than 95 percent of all Navy personnel and their families. Each FSC is staffed with military and civilian personnel who will do their best to provide any kind of information or help needed – and if they don't have it, they know where to find it.

Navy Family Ombudsman program

In 1970, then-Chief of Naval Operations, Admiral Elmo Zumwalt recognized the issues and concerns that are unique to Navy families. In response to those issues, he established the Navy Family Ombudsman program. The volunteer program is governed by OPNAVINST 1750.1D and is designed to provide better communication between Navy families and Navy officials.

The ombudsman is a vital resource to assist the command in discharging the commanding officer's (CO) responsibilities for the morale and welfare of the command's families.

The Command Family Ombudsman program belongs to the command and is

shaped by the commanding officer's perception of the needs of the command. The ombudsman is appointed by and works under the guidance of the commanding officer (CO). The CO determines the priorities of the program, the roles and the relationships of those involved in it, and the type and level of support it will receive. The effectiveness of the command ombudsman program in serving the needs of the command and its family is greatly influenced by these decisions.

The ombudsman is the link between the command and the Navy family. This is especially true in deploying commands where the ombudsman is the primary point of contact between the families at home and the command during deployment.

Relocation assistance

The Relocation Assistance Program (RAP), offered by the FSC, provides assistance to all service members and their families relocating from one duty assignment to another or transitioning out of the military. RAP provides information, referral, counseling, education and training in pre-departure planning, destination information, settling-in services and intercultural relations. Some of the direct services include area newcomers' orientation, distribution of welcome aboard packages and hospitality kits, workshops and handouts with tips on personal packing and shipment of household goods, financial planning, information on moving overseas, dealing with culture shock and tips on returning from OCONUS assignments.

One of the tools used to provide relocation and pre-departure information is the DOD Standard Installation Topic Exchange Service (SITES), which consists of relocation information on more than 300 DOD bases. The SITES categories of information include helpful predeparture information, availability of temporary and pertinent housing, spouse employment opportunities, child care info, medical, school information, etc.

Spouse Employment Assistance Program (SEAP)

The SEAP is located at Navy FSCs worldwide. The program helps Navy spouses plan careers and find employment.

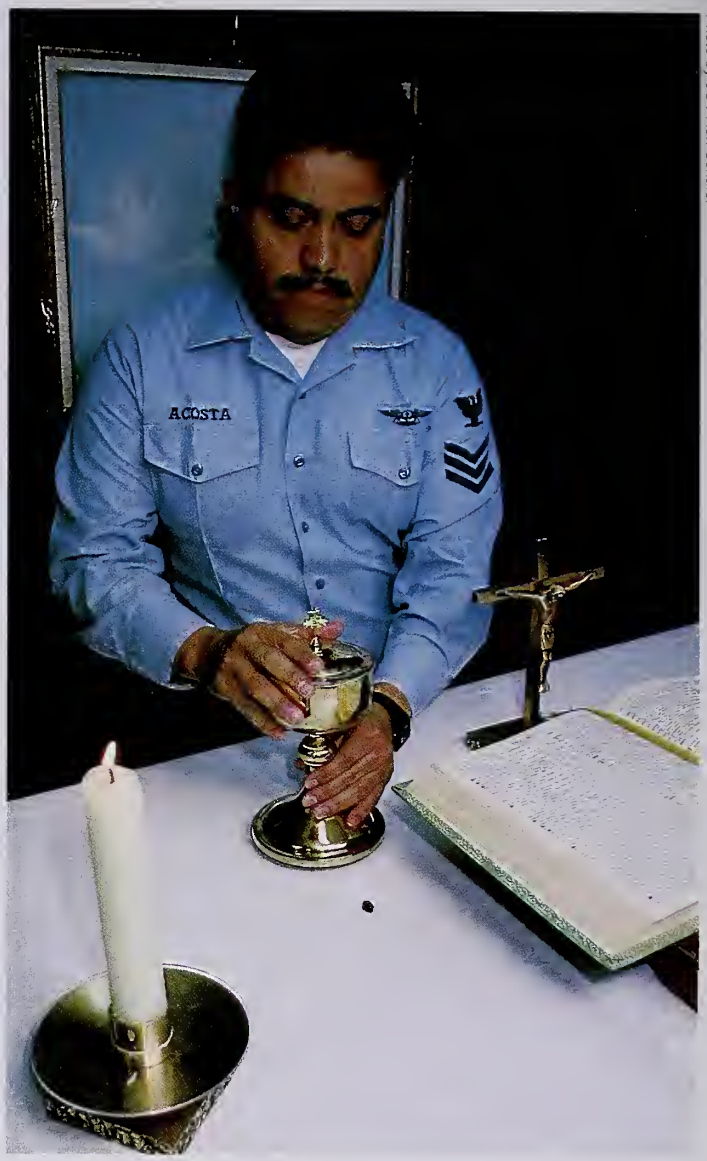


Photo by JO1 Ron Schafer

More than 50 percent of Navy spouses are currently in the work force. Frequent moves make it difficult for a spouse to find a satisfying job and to progress in a career path. Some spouses find they must start over with each relocation.

SEAP helps with general job-search information, tips on education opportunities, career guidance including current information on portable careers, employment workshops, resume writing, SF-171 government employment application preparation and computerized job listings for the local area.

Computers are linked with other FSC locations worldwide so that spouses are able to review job possibilities at the next duty station before they move. For more information on the SEAP, contact your local FSC.

Sponsor program

Knowing what to expect at your new duty station and having a specific person to contact can make the difference between a good or bad move. The Navy sponsor program can help make that difference.

When you receive permanent change-of-station (PCS) orders, you will be assigned a sponsor. Your sponsor will assist you in getting to know the new command and the area where you will live.

If you are assigned to be a sponsor, you should ensure that the incoming service member receives information about the area well in advance of the move. You also should make arrangements to assist the new member and his or her family upon arrival at the new duty station.

Chaplains

Navy chaplains are qualified ministers, priests or rabbis endorsed by their respective religious bodies to provide and facilitate appropriate ministry to military personnel and their families.

They minister according to the tenets and teachings of their respective religious bodies. Those who desire particular religious rites (baptism, bar/bas mitzvah, weddings, etc.) should contact their local chaplain. He or she will assist them personally or refer them to a chaplain of their particular faith.

Chaplains not only have responsibilities for the spiritual welfare of their own faith community and facilitation for ministry to other faith communities, but also the care of all sea service personnel and their families. They are professional assets to the command in responding to human needs.

Alcohol and drug abuse treatment

Drug and alcohol treatment is provided as needed as part of the TRICARE health benefit. Depending upon the severity of the illness, treatment may be as uncomplicated as early intervention counseling and outpatient care, to intensive outpatient and residential care.

Sailors will be diagnosed and treated in any of a variety of treatment facilities within the Armed Forces. Depending upon the outcome of treatment, Sailors will either be returned to duty or separated from the Navy.

Family members may be diagnosed and treated at these military facilities or by civilian health care providers at civilian treatment facilities, depending upon where they live, the severity of their illness and which of the three TRICARE options they participate in. Cost to family members will vary depending upon these factors.

Each command has a Drug and Alcohol Program Advisor (DAPA) who can provide counseling and advice about drug and alcohol use as well as referral to a diagnostic and treatment facility for Sailors and their families.

Exceptional Family Member (EFM) Program

The EFM program identifies family members who have long-term disabilities, chronic illnesses or who require special education needs. The program assists Navy detailers and service members in assignment planning to areas where special medical and special education needs will be met.

The program is mandatory in accordance with OPNAVINST 1754.2A. Eligible family members include spouses, children or parents who are enrolled in DEERS and residing with the service member.

Command points of contact and EFM coordinators at military medical facilities are available to assist families through the enrollment process. Service members should contact their command career counselor for additional information.

An EFM video (PIN# 805996), "The Exceptional Family Member Program," is available at each command, FSC or military treatment facility for general Navy training. For the program to be successful in its mission, enrollment should be completed at least nine months prior to a Sailor's projected rotation date.

Navy Family Advocacy Program (FAP)

The Family Advocacy Program (FAP) is a quality-of-life program that addresses social problems of Navy families. Provided

through family service centers (FSCs), family advocacy centers (FACs) and support from medical treatment facilities (MTFs), services include prevention, identification, education/treatment, follow-up and reporting of child abuse/neglect and spouse abuse.

The intervention focus is on both victims and offenders. Secondary prevention programs include spouse abuse victim support services and clinical support services to children who witness violence.

Another aspect of the FAP prevention effort is the Youth Outreach program designed to improve character, skills and resilience among Navy youth. Navy policies exist to ensure leadership involvement, service member accountability, victim safety and support, investigation guidelines, legal review and reporting procedures.

New Parent Support Program (NPSP)

The Navy's New Parent Support (NPS) teams provide in-home and center-based parenting education and support services to expectant and new parents who need individualized and comprehensive support. This voluntary program is designed to offer the skills and tools necessary to increase a parent's knowledge of child development and understanding of realistic expectations for their children, enhance parent-child interaction, improve family functioning and reduce possible negative health outcomes such as child abuse and neglect or pregnancy risks.

Services range from information and referral to parent education classes to intensive home visiting which prepare parents for the challenges of parenthood. The team members consist of community health nurses, home visitors and program assistants who are specially trained to provide information, support and education to our families with complex needs. This service is currently available at either your local FSC or MTF at more than 40 installations worldwide.

Navy-Marine Corps Relief Society (NMCRS)

The Navy-Marine Corps Relief Society (NMCRS) is a private, nonprofit, charitable organization. The mission of the Society is to provide – in partnership with the Navy and Marine Corps – financial, educational and other assistance to active-duty and retired members of the naval service of the United States, and their eligible family members and survivors, when in need; and to manage funds to administer these programs. The Society also sponsors visiting nurse programs, thrift shops, food lockers and gives layettes or "junior seabags" to new parents.

Financial Assistance. NMCRS financial assistance may be provided for a variety of valid needs ranging from setting up a household and paying overdue rent and utility bills, to disaster relief and emergency travel associated with the illness or death of an immediate family member. The Society cannot assist with the purchase of non-essentials, and it will not be a source of supplemental income to persons who habitually live beyond their means.

Details on the Society's assistance policies are contained in the pamphlets, "Here for You Yesterday, Today, and Tomorrow," and "Fundamentals of Assistance." They are available at your nearest NMCRS field activity. Application for assistance may be made at any of the nearly 250 ashore and afloat offices around the world, or through the



American Red Cross; Army Emergency Relief; Air Force Aid Society; or Coast Guard Mutual Assistance. In case of emergency leave where no NMCRS or other service relief agency is available, commands are authorized to provide funds from their welfare and recreation fund, and the Society will reimburse the command for the money advanced to the service member.

Financial Aid for Education. The Society administers a variety of educational assistance programs. Some of these provide grant assistance; others are in the form of interest-free loans. During 1996, 2,573 students and parents received financial assistance for education. One of the most popular education programs of the Society is the Vice Admiral B.F. Travers Scholarship and Loan Program. This program provides approximately 500 $2,000 scholarships to dependent children and spouses of active-duty Sailors and Marines, and to the dependent children of retired Navy and Marine Corps personnel. Under this program, service members may apply for up to $3,000 in interest-free loans per academic year.

Anyone interested in helping the Society may contribute to DON's annual fund drive, or serve as a volunteer at any of the Society's offices. Through your support, the Society will always be ready to respond to the emergency needs of active-duty and retired sea service personnel and their families.

Navy Mutual Aid Association

The Navy Mutual Aid Association is a mutual, non-profit, voluntary membership association of current and former sea service personnel and their families.

The Association's purpose, established by the founders in 1879, is to provide a substantial monetary sum to designated survivors of members through the tax-advantaged medium of low-cost life insurance plans. The staff also helps families of deceased members with the complex procedures necessary to secure the correct amounts of all federal benefits and allowances to which they are entitled, and the settlements of insurance claims from all other insurers.

In case of an unfavorable decision by the Department of Veterans Affairs (VA) against a member's survivors, the Navy Mutual Aid Association will provide an accredited representative to assist in an appeal and follow through until an equitable decision has been made.

The Association provides secure storage space at its headquarters for the safekeeping of vital personal documents for ready reference by members. This facilitates the processing of survivor claims. Other than the cost of membership insurance plans, there is no additional charge for services or representation made by the Association on behalf of the member or family.

Navy Mutual Aid is designated an approved financial counselor by SECNAVINST 1740.2 series and can provide commands with informative presentations on government programs for the survivors of military personnel, such as the integration of Social Security benefits, VA Dependency Indemnity Compensation and the Survivor Benefit Plan.

Regular, Reserve and retired officer and enlisted personnel of the Navy, Marine Corps and Coast Guard, and officers of the Public Health Service and National Oceanic and Atmospheric Administration may apply for membership in the Association. One must join prior to age 65, but membership then continues for life. Membership privileges are not affected by subsequent separation or retirement from active duty.

For further information, call toll free 1-800-628-6011. From OCONUS, call collect via a commercial operator (703-278-1329); write Navy Mutual Aid Association, Henderson Hall, 29 Carpenter Road, Arlington, VA 22012; or visit our website at <http://www.navymutual.org>

The Fleet Reserve Association (FRA)

Founded in 1922, the congressionally-chartered Fleet Reserve Association (FRA) is the oldest military organization that exclusively represents the rights and benefits of active-duty, Reserve and retired sea service personnel and their families on Capitol Hill.

In addition to direct representation before Congress, FRA conducts legislative seminars on board ships and at military bases nationwide to inform sea service

personnel about legislative issues and the importance of voting. FRA also publishes a free, bi-monthly publication, "On Watch," that is available to service members, families and command representatives upon request.

FRA also assists members with individual career problems and offers a wide variety of programs and services to help members personally and professionally — including health care supplements, life and auto insurance, college scholarships and student loans, discounts, disaster relief and more.

Membership is open to enlisted personnel in the Navy, Marine Corps and Coast Guard (regular or Reserve, active duty or retired) and commissioned officers of the sea service with one day of prior enlisted service. More than 162,000 FRA shipmates belong to one of the association's 323 branches or are carried on FRA's Membership-at-Large roll.

FRA is accredited with the Board of Correction for Naval Records, the Physical Evaluation Board, the Naval Discharge Review Board, the Defense Finance and Accounting Service and the Department of Veterans Affairs.

For more information, call FRA's toll-free number 1-800-FRA-1924 or 703-683-1400; fax: 703-549-6610; e-mail: news-fra@fra.org; or visit FRA's web site: <http://www.fra.org/fra/>.



Courtesy of the American Red Cross

Department of Veterans Affairs (DVA)

DVA maintains hospitals to care for veterans who cannot afford hospital treatment or whose injuries are a result of military service. The organization handles dependency compensation for service-connected deaths, provides burial flags for veterans and administers life insurance programs for veterans. (See Chapter 18)

The American Red Cross

The American Red Cross provides a total program of assistance to members of the armed forces and their families.

Through its worldwide communications network, available 24 hours-a-day, 365 days-a-year, the Red Cross can help with emergency leave requests and other emergency messages on behalf of Navy and Marine Corps personnel and their families. Also, when regular communication is disrupted, the Red Cross can help by obtaining reports on the welfare of individuals.

In addition, the Red Cross has a program of emergency financial assistance, offers information and referral services, and provides health, safety and lifestyle courses. A variety of volunteer opportunities are available with the Red Cross.

A reciprocal agreement with the Navy-Marine Corps Relief Society also allows Navy and Marine Corps members and their families to apply for financial assistance through the Red Cross where there is no Society office available. If NMCRS authorizes the assistance, the Red Cross will advance funds on their behalf.

For more information, contact your local Red Cross office or visit the Red Cross Web Site at <www.redcross.org>

Navy Wives Club of America (NWCA)

Navy Wives Club of America (NWCA) was chartered in 1936 with a federal charter being granted in 1984. Chapters worldwide are open to spouses of enlisted personnel serving in the Navy, Marine Corps, Coast Guards and the active reserve units of these services; spouses of enlisted personnel who have been honorably discharged, retired or have been transferred to the Fleet

Reserve on completion of duty; and widows/widowers of enlisted personnel in these services.

The NWCA Scholarship Foundation awards 24 scholarships annually to children of enlisted personnel of the Navy, Marine Corps and Coast Guard.

Navy Wifeline Association (NWA)

The Navy Wifeline Association (NWA) is an all volunteer, non-profit, tax-exempt organization dedicated to improving the quality of life for every sea service family. Established in 1965, by and for Navy spouses, NWA has now expanded to include Marine Corps and Coast Guard families.

NWA volunteers provide assistance, information and referral in all matters pertaining to the military or its lifestyle. NWA developed the Navywide Ombudsman Support Network and the Ombudsman Journal. Its chairman serves as the Chief of Naval Operations' Navywide Family Ombudsman-at-Large. NWA volunteers research, compile, write and edit all NWA publications and coordinate educational seminars. NWA field representatives are now at bases around the world to serve as local points of contact.

The policies and programs of NWA are guided by a board of advisors which includes spouses of both senior officers and enlisted personnel, active-duty personnel and representatives of other service-oriented organizations. Every Navy, Marine Corps and Coast Guard Spouse, family member or active-duty or Reserve member is automatically a member of NWA with no membership fee or registration required.

NWA writes, publishes and provides a variety of informational literature on topics from social customs and traditions to planning and managing financial and personal affairs free of charge.

For information, write NWA, 901 M St., S.E., Washington Navy Yard, Bldg. 172, Washington, D.C. 20374-5067, or call DSN 288-2333 or (202) 433-2333; Fax (202) 433-4622; Home Page http://www.navy.mil/homepages/bupers.

Other Organizations

Many other organizations and government agencies stand ready to assist Navy members and their families in time of need.

Veterans' organizations

The following organizations also provide information concerning claims and help process them: Disabled American Veterans, American Veterans of World War II, Jewish War Veterans, Non-Commissioned Officers Association, American Legion, Veterans of Foreign Wars, Blinded Veterans Association, Congressional Medal of Honor Society of the U.S., Legion of Valor of the U.S.A., Marine Corps League, Military Order of the Purple Heart, Paralyzed Veterans of America, Inc., United Spanish War Veterans, Veterans of World War I of the U.S.A., Inc., American Veterans Committee, Army/Navy Union of the U.S.A., Catholic War Veterans of the U.S.A, Coast Guard League, Disabled Officers Association, Military Order of the World Wars, Regular Veterans Association and United Indian War Veterans.

State veterans commissions

Most states maintain veterans' organizations that supervise their particular programs. They can help with federal and state employment assistance, state bonuses, education assistance, land settlement preference and other benefits. These organizations can usually be found under the state government listings in the telephone directory.

Social Security Administration

Social Security provides continuing financial assistance to survivors of deceased members. Retirees also are eligible to draw Social Security at the appropriate age. Your local Social Security office can provide you with details.

Casualty Assistance Branch, BUPERS

Coordinates the casualty assistance calls officer program which notifies the next-of-kin of service members reported missing or deceased; provides assistance, guidance and counseling on survivor benefits; arranges travel for immediate family members to and from the funeral, and arranges for immediate funeral assistance to the surviving spouse or eligible parent(s).‡

Where Navy People Can Get Help

In addition to your chain of command, there are many organizations that provide support to Sailors and their families. These groups go an extra mile to enhance the well-being of those people who have served and continue to serve in the sea services of our nation.

American Red Cross
(Contact your local
Red Cross office)
http://www.redcross.org

American Legion
1608 K St., N.W.
Washington, DC 20006
(202) 861-2730
http://www.legion.org

American Veterans
4647 Forbes Blvd.
Lanham, MD 20706-9600
(301) 459-9600
http://www.amvets.org

Armed Services YMCA
6225 Brandon Ave., Suite 215
Springfield, VA 22150-2510
(703) 866-1260

Association of Naval Aviation
5205 Leesburg Pike, Suite 200
Falls Church, VA 22041
(703) 998-7733

Association of Naval Services Officers
P.O. Box 23552
Washington, DC 20026
(202) 205-1963

Bluejackets Assoc.
P.O. Box 366
N. Chicago, IL. 60064
(847) 623-1995

Fleet Reserve Assoc.
125 N. West St.
Alexandria, VA 22314-2754
(703) 683-1400
http://www.fra.org/fra

National Association for the Uniform Services
5535 Hempstead Way
Springfield, VA 22151-4094
1-800-842-3451
http://www.penfed.org/naus/home.htm

National Naval Officers Assoc.
Office of the CNO (N00E),
The Pentagon, Rm. 4B455
Washington, DC 20350-2000
(703) 697-8554

Naval Enlisted Reserve Assoc.
6703 Farragut Rd.
Falls Church, VA 22042
(703) 534-1329

Naval Order of the United States
4833 Willet Dr.
Annandale, VA 22003-3952
(703) 323-1673
jimbrooke@AOL.COM

Naval Reserve Assoc.
1619 King St.
Alexandria, VA 22314
(703) 548-5800
http://www.navy-reserve.org

Naval Submarine League
P.O. Box 1146
Annandale, VA 22003
(703) 256-0891

Navy Family Ombudsman Program
OP-156/PERS 66
Department of the Navy
Washington, DC 20370-5066
DSN 227-6550; (703) 614-1480

Navy League of the United States
2300 Wilson Blvd.
Arlington, VA 22201-3308
(703) 528-1775
http://www.navyleague.org

Navy-Marine Corps Relief Society
801 N. Randolph St., Suite 1228
Arlington, VA 22203-1978
DSN 426-4904; (703) 696-4904

Navy Memorial Foundation
701 Pennsylvania Ave., N.W.,
Suite 123
Washington, DC 20004-2608
(202) 737-2300
http://www.lonesailor.org

Navy Mutual Aid Assoc.
Henderson Hall
29 Carpenter Rd.
Arlington, VA 22212
1-800-628-6011
http://www.navymutual.org

Navy Wifeline Assoc.
Washington Navy Yard, Bldg. 172
901 M St., S.E.
Washington, DC 20374-5067
DSN 288-2333; (202) 433-4622

Navy Wives Clubs of America
P.O. Box 6971
Washington, D.C. 20032

Non Commissioned Officers Assoc.
225 N. Washington St.
Alexandria, VA 22314
(703) 549-0311
http://members.aol.com/gen-tway/ncoa.htm

Reserve Officers Assoc. of the United States
One Constitution Ave., N.E.
Washington, DC 20002
(202) 479-2200

The Retired Officers Assoc.
201 N. Washington St.
Alexandria, VA 22314
(703) 549-2311
http://www.troa.org

Surface Navy Assoc.
7205 Burtonwood Drive
Alexandria, VA 22307
(703) 765-7447

USO World Headquarters
Washington Navy Yard, Bldg. 198
901 M St., S.E.
Washington, DC 20374-5096
(202) 610-5700
http://www.uso.org

VFW of the United States
200 Maryland Ave., N.E.
Washington, DC 20002
(202) 543-2239
http://www.vfw.org

Morale, Welfare & Recreation

The Navy provides an array of local MWR programs both ashore and afloat. Food and beverage facilities, recreation centers, movies, fitness facilities, golf courses, child development centers and swimming pools provide visible evidence of these benefits, but they represent only part of the overall MWR picture. As a Navy member, you and your family can take advantage of these and numerous other MWR benefits offered at Navy installations worldwide. This rights and benefits segment describes the nature and scope of MWR programs available to you and your family.

Appropriated and non-appropriated funds form the financial base for the Navy's MWR programs.

Congress appropriates funds as part of the annual federal budget for the basic MWR needs of the military community.

Primary sources of non-appropriated funds are the profit dollars from the Navy Exchange System, Ships' Stores Afloat and fees and charges levied on the purchase of various foods and beverages, and for use of recreation facilities or equipment.

Every time you purchase an item at the exchange or ship store, you not only save money, but you also help operate your MWR programs. MWR operations are financed substantially (60 percent) with non-appropriated funds.

Navy Exchange System earnings that are not required to finance exchange operations or maintenance are used to help fund recreation programs. About 3 cents of each dollar spent at the Navy Exchange is retained as profit and is used to fund local recreation programs.



Photo by LT T.D.Carrington

Navy Food and Beverage

While service to the naval community is the Navy's Food and Beverage System's mission, financial performance is the report card on how well it is doing. MWR recognizes that it must satisfy customers' needs while simultaneously maintaining sound financial operations.

To provide market driven food, beverage and entertainment services, Navy clubs continue to change from traditional rank segregated military clubs to consolidated facilities known as community clubs. Quick service, catering/conference centers and entertainment centers that are not alcohol

sales dependent are today's focus. Traditional club operations are consolidated into all hands operations and provide rank-specific lounges for officers, chiefs and enlisted membes.

Navy club operations continue to be a success story. As of January 1997, Navy MWR operated 240 club activities, down from about 360 in FY90. Food sales now account for 67 cents of every dollar in food and beverage sales.

MWR Programs

Navy recreation programs are designed to support Navy readiness. With input from the Navy community, recreation programs and services have evolved during the last decade into a comprehensive and responsive program provided exclusively for the Navy community. The recreation program offers a variety of activities and services, including sports and fitness, youth activities, outdoor recreation, libraries, community activities, fleet recreation, auto hobby centers and many more. Whether aboard ship or ashore, Navy recreation programs are available to meet the fitness requirements and leisure needs of the Navy community.

While it would be impossible to list every recreation program or service offered, some of the most popular programs are listed here. Local Navy MWR staffs can provide more information about the specific programs offered at your installation.

Sports and physical fitness

"On Track to Excellence" is the new theme for the Navy sports and physical fitness program which focuses greater emphasis on total individual fitness.

Navy sports and fitness programs are designed to give everyone an active role regardless of interest, age or ability.

Included in the total sports and fitness programs are the following programming areas: instructional sports, recreational sports and athletic sports.

Instructional sports provide the foundation for all sports enjoyment. The Sailor can experience "hands-on" instruction in sports and fitness activities that enhance physical readiness.

Recreational sports are truly "sports for all" in the Navy. This element is comprised of four programming facets: informal sports, intramural sports, extramural sports and club sports. All are designed to provide varying degrees of competition and structured as well as unstructured activities for patrons.

Athletic sports provide a "higher level" sports opportunity for all eligible active-duty personnel. The athletic sports element is divided into two areas. One is comprised of Navy training camps and the Armed Forces Championships and the other is national/international competition under the Conseil International Du Sport Militaire (CISM), Pan American and Olympic programs.

With the Navy's emphasis on physical fitness, it is important that active-duty personnel keep in shape. Fitness centers, located at many installations, provide the facilities and equipment to help Sailors stay in top physical condition.

Youth recreation

The Navy Youth Recreation Program provides youth, ages 6 to 17, with recreation activities while teaching positive lifestyles. Most installations offer structured programs in sports and physical fitness, social and recreational activities/skills, personal development, day camps and teen



Photo by JO1 Ron Schafer

programs. Every element of the youth recreation program has been developed to provide Navy youth with constructive leisure opportunities.

School Age Care

This program is available at most installations and provides supervised recreation activities for children before and after school. Day camps provide supervised recreational activities during summer vacation and school holidays.

Single Sailor Program

Single, active-duty personnel between the ages of 18 and 25 make up one-third of the Navy. The Single Sailor Program bridges the gap between the MWR department and the barracks or ship by actively involving Sailors in the planning of recreation activities to meet their specific needs.

MWR staffs ensure that a variety of special events, classes, trips and outdoor activities are designed to meet these needs.



Photo by PH3 Sam Dallal

Outdoor recreation

Many bases have picnic areas and beach and lake front facilities with marinas or water sports centers that offer boats for rent as well as boating classes.

Many installations also rent recreation equipment for activities such as fishing, water and snow skiing, and camping. They also offer classes in outdoor recreation skills such as hiking, canoeing and camping.

Information, Tickets and Tours (ITT)

There's no better place for travel, tours or information regarding both on-base and off-base recreation than the local ITT office. ITT offers a discount ticket service for tours, shows, concerts and sports events on base as well as in the local community. The ITT office can also arrange group tours or help with travel plans.

Fleet recreation

Sea duty is an especially difficult and demanding part of Navy life. It is important that Sailors are provided with quality leisure time activities that fit into the limited space available aboard ship. Fleet Recreation Coordinators (FRCs) help ships with their recreation programs. Located at fleet sites around the world, FRCs help afloat commands plan effective programs and obtain equipment for shipboard use.

A variety of individual and group activities are available for the Sailor. Whether in port or overseas, organized tours, picnics and athletic competitions are an important part of the fleet recreation program. Ships also provide a wide selection of recreation and sports equipment for check-out.

Auto Hobby Shops

Amateur mechanics can find everything they need to keep their automobiles running smoothly while saving money on car repairs and preventive maintenance. Many shops also provide sophisticated equipment often needed for major projects, such as engine overhauls, tune-ups and auto body work. Skills classes provide the knowledge necessary to work on your automobile, and at some installations repair parts can be purchased from the auto hobby shop parts department.

Aquatics

Navy personnel can take advantage of free lap swimming during designated hours



Photo by PH2 Michael S. Garrett

at most installations. Children and adults can participate in swimming and special pool-side events. Swimming teams, classes in water aerobics, water safety and special events, such as water festivals and pool parties, are also featured.

Swimming classes are often available for people of all ages, including toddlers and infants as young as six months old.

Bowling

The Navy's bowling centers have something for bowlers of every skill level. Most centers offer open league bowling, intramural and inter-command competition, as well as special programs for Navy youth. Instructional classes, pro shop resale outlets, shoe rental, locker storage, game rooms, as well as food and beverage areas are available to help make bowling an enjoyable experience for every family member.

Golf

A popular and relaxing sport at most Navy installations is golf, whether on 18-hole courses, pitch and putt courses, miniature "putt-putt" courses or driving ranges. Golf instruction is offered at all levels and clubs can be rented or stored at the golf course.

Golf pro shops sell whatever equipment and sports clothing golf enthusiasts might need. When Navy golf courses are not available, special arrangements usually can be made for the use of public or private courses.

Child Development Centers

Child care has become a high priority in the Navy in recent years. Many new child development centers (CDCs) have been built and older centers are being upgraded. Navy CDCs provide high- quality care on either a regularly-scheduled or drop-in basis. Fees are based on total family income.

These centers also provide well-rounded programs designed to meet the emotional, intellectual, physical and developmental needs of children.

CDCs also provide employment for Navy spouses. More than 60 percent of the care givers in Navy CDCs are military spouses. Wages are competitive with comparable jobs off-base, and career progression is tied to training.

Libraries

Ashore and afloat library collections are kept up-to-date by local efforts and through monthly book shipments provided by the Naval Education and Training Program Development Center in Pensacola, Fla.

Small ships and shore activities usually receive paperback books and reference materials, while larger ships have regular libraries of up to 10,000 volumes or more. Libraries on aircraft carriers and at major shore installations offer impressive and varied collections and services.

Many shore and some ship libraries subscribe to "best seller" leasing plans to receive the most recent popular books. Most shore libraries provide interlibrary loan services allowing them to borrow needed materials from other libraries. ⚓

Legal Services

Before coming into the military, service members and their families may not have given much thought to their legal rights — both inside and outside the Navy. Fortunately for service members and their families, the Navy-Marine Corps Legal Community provides vital legal services needed to address many of these issues. Two major components of the Navy-Marine Corps Legal Community are military justice and



Our military criminal law origi nates in the U.S. Constitution, federal law, federal regulations and, to some extent, tradition.

It incorporates and balances the constitutional powers of the President and the inherent authority of military commanders, with the individual rights of servicemembers.

More specifically, military criminal law includes the process of trial by court-martial and administrative punishments imposed without trial by court-martial, called "nonjudicial punishment."

The purpose of military criminal law is to enhance the national security of the United States by ensuring justice and the good order and discipline of the Armed Forces.

CO's Convening Authority

A commanding officer has the authority to impose nonjudicial punishment. The CO also has many other responsibilities including authorizing searches and seizures of property; making the initial determination to confine an accused; and exercising prosecutorial discretion. In exercising discretion, a CO may dismiss charges; effect nonpunitive measures; impose nonjudicial punishment; or refer a matter to court-martial.

In referring a matter to court-martial, the CO becomes the convening authority.

As such, the CO decides what charges to refer to the court-martial; what type of courts-martial; and selects the court-martial members (jury).

Additionally, the convening authority may negotiate and bind the Navy or Marine Corps to pretrial agreements; grant immunity to witnesses; disapprove findings; and grant clemency on the sentence.

These powers are not absolute. Commanding officers and convening authorities are governed in their actions by the Uniform Code of Military Justice (UCMJ), the Manual for Courts-Martial (MCM) and the Manual of the Judge Advocate General (JAGMAN).

Nonjudicial Punishment (NJP)

Commanders are responsible for good order and discipline in their commands. Generally, discipline can be maintained through effective leadership including, when necessary, administrative corrective measures. Nonjudicial punishment is ordinarily appropriate when administrative corrective measures are inadequate due to the nature of the offense or the record of the servicemember, and where a court-martial is not warranted.

NJP is permitted under Article 15 of the UCMJ and is further governed by Part V of the MCM, and Part B of Chapter 1 of the JAGMAN.

This provides commanders with a prompt means of maintaining good order and discipline, and also promotes positive behavior changes in service members without the stigma of a court-martial conviction.

NJP is an appropriate form of discipline for minor offenses. Whether an offense is minor depends on several factors: the nature of the offense; the circumstances surrounding its commission; and the offender's age, grade, duty assignment, record and experience. A decision whether an offense is "minor" is a matter of discretion for the commander imposing punishment, but the imposition of punishment for an offense other than a minor offense is not a bar to trial by court-marital for the same offense.

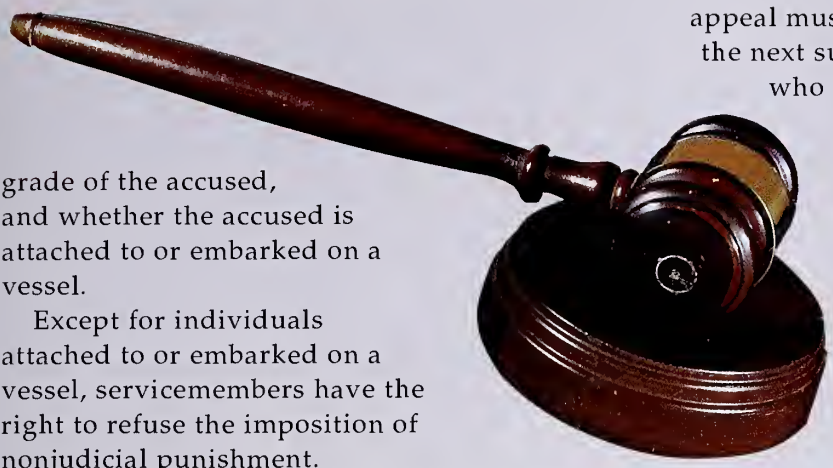
Article 15, UCMJ, allows COs and officers in charge, when authorized by the Secretary of the service concerned, to impose limited punishment on servicemembers of their command.

Punishment under NJP is limited to confinement on bread and water or diminished rations, restriction to certain specified limits, arrest in quarters, correctional custody, extra duties, forfeiture of pay, detention of pay, and reduction in grade.

While admonition and reprimand may be imposed in all cases, other punishments which may be imposed in a particular case depend on the grade of the officer imposing punishment, the



Photo by PH1 Jim Hampshire



grade of the accused, and whether the accused is attached to or embarked on a vessel.

Except for individuals attached to or embarked on a vessel, servicemembers have the right to refuse the imposition of nonjudicial punishment.

Prior to the imposition of nonjudicial punishment, an accused is entitled to notification: that the imposition of nonjudicial punishment is being considered; a description of the alleged offenses; a summary of the evidence upon which the allegations are based; notification that the accused has the right to refuse the imposition of punishment; and any rights the accused has if NJP is accepted.

Refusal of NJP may not result in the dismissal of charges. A commanding officer can still refer the charges to court-martial.

An accused has the right to a personal appearance before the officer imposing punishment. During this appearance, the accused has the right against self-incrimination, the right to be accompanied by a spokesperson, the right to be informed of the evidence against him or her, the right to examine the evidence against him or her, the right to present matters on his or her own behalf, and to have the proceedings open to the public.

An accused may waive a personal appearance, if agreeable to the officer imposing punishment, and submit written matters for consideration by the imposition authority.

The Military Rules of Evidence, other than rules concerning privileges, do not apply to the imposition of nonjudicial punishment. The officer imposing punishment may consider all relevant matters so long as the accused has been given proper notice and the opportunity to respond. The officer must be convinced of the accused's guilt by a preponderance of the evidence.

The accused may appeal the imposition of nonjudicial punishment on the grounds that it is unjust or disproportionate to the offense. The appeal must be in writing and forwarded to the next superior authority via the officer who imposed punishment.

The appeal must be referred to a judge advocate (a military lawyer) for consideration and advice before the authority who is to act on it may make any decision.

Court-martial

Article 16, UCMJ, provides for three different types of courts-martial: summary, special, and general. These forms of courts-martial differ in their make-up and the punishments which may be imposed.

The Military Rules of Evidence apply to all classifications of courts-martial. Moreover, an accused must be proven guilty beyond a reasonable doubt.

Summary Court-martial

A summary court-martial consists of one commissioned officer, and may try only enlisted personnel for noncapital offenses.

The punishment which may be imposed depends on the grade of the accused.

In the case of enlisted members above the fourth pay grade, a summary court-martial may impose restriction for no more than two months, forfeiture of two-thirds of one month's pay, and reduction to the next inferior pay grade.

In the case of all other enlisted members, the court-martial may also impose confinement for not more than one month and may reduce the accused to the lowest pay grade, E-1.

The accused has the absolute right to refuse trial by summary court-martial. The accused does not have the right to representation by an attorney. The accused does have the right to cross-examine witnesses, to call witnesses and produce evidence, and to testify or remain silent.

Special Court-martial

A special court-martial consists of not less than three members and a military

judge, or an accused may be tried by military judge alone upon request of the accused.

A special court-martial is often characterized as a misdemeanor court, and may try all persons subject to the UCMJ, including officers and midshipmen.

A special court-martial may impose admonition, reprimand, restriction, extra duty, confinement for no more than six months, and forfeiture of two-thirds of a month's pay for six months in all cases. In addition, enlisted members may be reduced to the lowest pay grade, and receive a bad-conduct discharge.

General Court-martial

A general court-martial consists of not less than five members and a military judge, or an accused may be tried by military judge alone upon request of the accused.

A general court-martial is often characterized as a felony court, and may try all persons subject to the UCMJ, including officers and midshipmen.

A general court-martial may adjudge any punishment not prohibited by the UCMJ, including death when specifically authorized.

Pretrial Confinement

Pretrial confinement is physical restraint, imposed by order of competent authority, depriving a person of freedom pending disposition of charges.

Although the military justice system does not provide for bail, the service member is entitled to the same Fourth Amendment probable cause safeguard as a civilian confined prior to trial. In an important contrast to the civilian system, an accused servicemember continues to draw full pay and allowances while in pretrial confinement.

The commanding officer and the independent review officer weigh the need for pretrial confinement against other available forms of restraint.

The military justice system recognizes three other forms of restraint: conditions on liberty, restriction in lieu of arrest and arrest. Conditions on liberty are imposed by orders directing a person to do or refrain from doing specified acts. Restriction in lieu of arrest is an order directing the person to remain within specified limits, such as a ship, barracks or installation.

Arrest differs from restriction only in that it includes suspension from performance of duties that involve supervision of subordinates, serving as a guard, or bearing arms.

Legal Assistance Services

- Drafting powers of attorney
- Drafting wills
- Estate planning advice
- Reviewing contracts and leases (ideally, before you sign)
- Providing notarizations
- Personal finance advice
- Family and domestic relations advice (divorce, separation, family support, adoption, custody, paternity and name changes)
- Consumer affairs
- Tax advice on real and personal property and income taxes (and in certain locations tax preparation and electronic filing (ELF))
- Answering questions about landlord-tenant issues (including leases, security deposits and evictions),
- Providing advice on immigration and naturalization issues.

Legal Assistance

The legal complexities of today make the world we live in an especially intimidating place at times. Whether it is a new or used car, renting an apartment, buying a home, paying taxes or writing a will, the legal intricacies are there to confound us all, adding stress in our lives.

Fortunately, Sailors and their family members have the right to free legal advice and assistance under the Navy Legal Assistance Program. In the Navy, legal assistance is legal aid and advice for most personal, noncriminal matters.

Eligible beneficiaries include service members, both active duty and retired, and their immediate family members. In addition, Chapter VII of the JAGMAN sets forth additional categories of persons who are eligible to receive legal assis-



Courtesy of U.S. Navy Recruiting Command

tance, including survivors of eligible members and retirees, certain overseas civilian employees and their family members and allied forces service members serving with U.S. Armed Forces in CONUS and their family members.

Legal assistance providers are the attorneys, paralegals and administrative clerks assigned to a legal assistance office. Legal assistance attorneys can be either a "judge advocate" or a civilian attorney who is licensed to practice law in the state where the legal assistance office is located.

A "judge advocate" is an attorney who has graduated from an accredited law school, is licensed to practice law by the highest court of a state or by a federal court and who has graduated from the Naval Justice School, Newport, R.I.

Since judge advocates perform many duties for the Navy, judge advocates assigned to assist individuals with personal legal problems are known as legal assistance attorneys.

If a legal assistance attorney is unable to resolve the case or a specialized attorney is needed, the legal assistance attorney will refer you to a civilian attorney, normally through a local lawyer referral service, who can handle the case.

Legal assistance offices are located on almost every base, ship and installation. At major installations, the Naval Legal Service Office (NLSO) is a key source for providing legal assistance. If no NLSO is in your area, contact your local staff or station judge advocate to find out where you can receive assistance.

Tax assistance

Your legal assistance attorney can answer general tax questions related to your personal taxes. Legal assistance attorneys are prohibited from providing tax advice or services for businesses (including personal businesses of service members and their family), clubs and organizations.

Tax help at legal assistance offices includes general advice and assistance regarding federal, state and local taxes. Most NLSOs are the sponsoring offices in their area for tax preparation services offered under the Volunteer Income Tax Assistance (VITA) and Electronic Filing (ELF) Programs.



Photo by PH2 Michael S. Garrett

All VITA/ELF offices prepare federal returns and many also will prepare state returns. VITA and ELF services are provided at no cost to persons entitled to legal assistance.

Tax return preparation services are generally available from January through April 15. Overseas, tax preparation services are generally available until June 15.

You should also be able to obtain state and federal income tax forms for filing your income tax return at your legal assistance office.

Domestic relations

- Adoption. If you and your spouse want to adopt a baby, a legal assistance attorney can assist you by explaining the appropriate legal procedures.

In some areas, a legal assistance attorney can assist you in the preparation of the required paper work. A legal assistance attorney can also provide information about the Navy's Adoption Expense Reimbursement Program.

- Marital problems. If you and your spouse are having marital difficulties and need legal advice, a legal assistance attorney can advise you or your spouse concerning the legal and practical implications of annulment, paternity, legal separation, divorce and child custody.

Additionally, if the matter is uncontested (that is, you and your spouse are in total agreement about how to resolve the situation), assistance may be given, by separate legal assistance offices, to each party in preparing the necessary *pro se* documents, meaning you represent yourself before a court.

One legal assistance office may not represent both parties in legal matters, such as divorce, even if it is uncontested. The amount of assistance available will vary according to local practice.

- Spousal and child support. If your spouse is not providing sufficient support for you and the children and you don't know how to enforce

the obligation, a legal assistance attorney can assist you in determining whether your spouse is meeting his or her obligation, how you can enforce this obligation and what, if any, legal action you may take in order to ensure that your spouse will continue to meet this obligation in the future.

Legal assistance may include the legal assistance attorney notifying your spouse in writing that he or she has an obligation to support his or her family members, notifying your spouse's commanding officer of your spouse's non-support and/or advising you to seek an involuntary allotment from or garnishment of your spouse's military pay.

If you are the noncustodial parent supporting your spouse and children, a legal assistance attorney can advise regarding your support obligations.

Wills, estates and trusts

- Will preparation. If you want to ensure that your worldly possessions go to the individuals you have chosen, then a will is the solution.

A will is a legal document which specifies how you want your property distributed after your death. It may also include other matters such as appointment of your child's guardian. Not every person needs a will. A legal assistance attorney can advise you whether you need one and how it can affect the disposition of your estate.

The legal assistance attorney generally can draft a will that fits your particular desires and needs.

If the legal assistance attorney determines that he or she cannot provide adequate advice or assistance regarding your estate, then he or she will assist you in locating a civilian attorney so that your needs can be fulfilled by a specialist in estate planning.

A legal assistance attorney may be able to provide an "advance medical directive" or a "living will" which relates to the use of extraordinary life-sustaining measures if you become seriously ill.

- Trusts. If you are concerned about how your children will be able to pay for college if you are not around to assist them, or if your family will be taken care of financially, your legal assistance attorney can advise you as to possible solutions.

One possible solution may be a trust. A trust is a legal document whereby you place certain properties and assets — perhaps monies, stocks or real estate under the control of a third party who has an obligation to ensure that those properties and assets are applied toward a certain goal such as your children's educational needs.

Because the laws vary among all the states as to trusts and their validity, you must consult an attorney before establishing a trust.

Legal assistance attorneys may include trust provisions in a will, but are not permitted to draft so-called "living trusts."

Consumer advice

- Debts and Bankruptcy. Most service members borrow money at some time during their life. Some Sailors get into financial difficulties and need help getting out of debt. A legal assistance attorney can advise you on the laws and legal protections as they relate to loans, credit cards, credit bureaus and bankruptcy.

- "Lemon Law." If you have recently purchased an automobile that doesn't perform well and are unable to get proper service from your dealer, your legal assistance attorney can advise you as to possible remedies which may include asserting your rights under an applicable "Lemon Law," contacting the manufacturer's area representative or filing a complaint with the local Better Business Bureau against the dealership.

- Leases. If you buy a house, then get permanent change of station orders to a different geographic location and you don't want to sell the house, you may want to consult your legal assistance attorney.

If you decide to rent or lease your house, your legal assistance attorney can assist you by explaining the local laws regarding the rights and duties of a landlord and by explaining the best ways to resolve difficulties with the house or tenants while you are away.

In some areas, your legal assistance attorney may draft a lease to fit your needs. A legal assistance attorney will also provide assistance to tenants by reviewing their lease and advising them of their rights under local law.

- Powers of attorney. If you need to give someone permission to release your household goods shipment because you're leaving before your furniture, your legal assistance attorney can acquaint you with an area of law known as "agency," which allows you to appoint another person to act in your place when you cannot be available. Such an appointment is commonly accomplished by a power of attorney. Your legal assistance attorney will advise you that a power of attorney may be drafted to authorize a person to act on your behalf in most of your affairs through a general power of attorney, or only in specific situations such as obtaining emergency medical care for your children or registering your car through a limited or "special" power of attorney.

Your legal assistance attorney will explain the differences, advising which type would best meet your needs, and prepare an appropriate power of attorney.

- Credit laws. If you receive your monthly credit card statements and feel it contains unauthorized charges, your legal assistance attorney can advise you as to your rights under the federal and state laws on credit card billing, can advise you of appropriate action you should take, and prepare or assist you in the preparation of necessary documents and correspondence.

- Notary public. Legal assistance attorneys and many legalmen are empowered under federal law to act as a notary without the usual $5 fee most public notaries charge. Many legal assistance offices also have civilian notaries.

- Civil courts. A legal assistance attorney can advise you as to your protection under the Soldiers' and Sailors' Civil Relief Act.

This act provides certain protections to active-duty members who have been sued in a civil court (as distinguished from a criminal proceeding) and who, because of their military duties cannot defend themselves from the lawsuit.

This protection may include:

- The civilian court appointing an attorney to represent you.
- The court postponing the proceedings until you are able to reasonably defend yourself.
- The court may allow you to void a default judgment if such was awarded against you.

Legal assistance providers are constantly helping Sailors with a variety of legal matters. In fact, they assisted clients with more than 590,000 legal matters in 1996.⚓

Legal Assistance Can	Legal Assistance Can't
■ Serve as advocate and counsel for an eligible client. ■ Prepare and sign correspondence on behalf of an eligible client. ■ Negotiate with another party or that party's attorney. ■ Prepare legal documents, as permitted by the JAGMAN, other regulations and local practice. ■ When necessary, refer eligible persons to a civilian lawyer. ■ Your legal assistance attorney holds all conversations and dealings with you in strict confidence, as required by the Navy rules of professional responsibility.	■ Provide legal assistance to those not eligible to receive such assistance. ■ Provide legal assistance via a third party. The attorney must deal directly with the client, not with a friend or relative of the person to be assisted. ■ Assist or counsel eligible persons regarding legal problems arising from the client's business or commercial interests. ■ Provide in-court representation for an individual (except in limited cases) ■ Under normal circumstances, give advice over the telephone. ■ Represent both parties in a dispute.

Education Opportunities

Education is an essential part of every service member's career. The Navy provides Sailors with a wide variety of programs to assist them in every facet of education, whether it's fulfilling requirements for a high school diploma, earning an equivalency certificate or completing a college degree.

At the present time, educational achievement is critical for in-service promotion as well as preparation for later transition to a civilian career.

It is the CNO's goal to make education accessible to all naval personnel ... and there are definite rewards for success in achieving further education. For example, enlisted personnel competing for advancement to pay grades E-4 to E-6 are awarded one permanent point in the advancement computation if they complete an associate's degree during off-duty time and two permanent points if they complete a baccalaureate degree or higher after they enter the Navy.

Navy Campus: The Navy's voluntary education program

Since Navy Campus was established in 1974, thousands of Sailors have taken advantage of the Navy's voluntary education program. Some completed:

- A high school diploma or earned an equivalency certificate (GED).
- A vocational/technical certificate.
- A college degree – associate's, bachelor's or graduate degree.

Navy Campus staff helps Sailors every step of the way by working with them to define educational goals, advise them about testing services and ways to pay for college courses.

On-base Navy Campus

The Navy invites colleges to offer courses directly on bases around the world. Colleges provide instructors to 74 locations that offer the same course you would take on the home campus.

Program for Afloat College Education (PACE)

PACE makes it possible for Sailors at sea to continue their college studies. PACE is free for the Sailor (the only cost is for books). Civilian instructors ride with the ship to teach classes.

All ships and submarines offer college classes using computer technology.

Tuition Assistance (TA)

TA is available to all active-duty Sailors. The Navy pays 75 percent of the cost of

Navy Campus Education Specialists

Civilian education specialists assist Navy personnel in planning their educational program. These specialists help by:

- establishing realistic education goals;
- identifying training and experience for college credit;
- assisting in enrollment and registration;
- recommending specific courses or programs of study;
- providing financial assistance;
- administering tests through DANTES (GED, ACT, SAT, CLEP); and
- explaining SOCNav opportunities.



U.S. Navy photo

Under SOCNAV-2, Sailors can earn an associates degree. Under SOCNAV-4, Sailors can earn a bachelors degree.

By enrolling in an individual SOCNAV college, the Sailor does not have to worry about transferring credits from one college to another, and future course requirements are all spelled out. Almost 56,000 Sailors have a SOCNAV contract to earn a degree.

the course subject to the following:

- For undergraduate classes, the Sailor is permitted to have a maximum of $2,500 per year.
- For graduate classes, the Sailor is permitted a maximum of $3,500 per year.
- For vocational/technical courses, $1,300 per year.

High school completion

Service members can complete high school requirements during off-duty time with 100 percent support.

Academic Skills Program

Under this program, Sailors can improve reading comprehension, basic math, writing skills, grammar and basic science during on- or off-duty time. As of 1997, the Navy established nine Academic Skills Learning Centers located in Jacksonville, Fla.; Little Creek, Va.; Yokosuka and Atsugi, Japan; Coronado, Calif.; Bangor, Maine; Great Lakes, Ill.; Keflavik, Iceland; and Guantanamo Bay, Cuba.

Servicemember's Opportunity Colleges, Navy (SOCNAV)

SOCNAV is a consortium of colleges and universities that have agreed to facilitate transfer of college credits from one college to another.

Defense Activity for Non-Traditional Education Support

DANTES is a DOD agency that supports voluntary education services for all the military services. DANTES provides the opportunity to take tests for academic credit, and college entrance exams like the SAT or the Graduate Record Examination (GRE).

Also, DANTES makes it possible for a Sailor to take independent study courses as part of a degree program from colleges listed in the DANTES Independent Study Catalogue. DANTES expands educational opportunities through its many services to the education centers worldwide. (For more information, visit http:/voled.doded.mil/DANTES)

American Council on Education (ACE)

The Navy works in partnership with the civilian academic community to obtain college credit for Navy training. ACE teams visit Navy technical schools to examine course outlines, visit classes and talk to instructors.

Their recommendations regarding how many college credits can be equated with training are published every two years in the "Guide to Evaluation of Educational Experiences in the Armed Services." This guide translates Navy technical school courses into course titles at civilian institutions.

Enlisted Commissioning Program (ECP)

ECP provides outstanding, career-motivated, active-duty enlisted personnel in the Navy or Naval Reserve, who have previously earned college credit, an opportunity to earn a regular commission.

Selectees are ordered to the ECP on a permanent change-of-station basis and enrolled in a participating Naval Reserve Officers Training Corps (NROTC) affiliated university. They receive full pay and allowances for their enlisted pay grades and are eligible for advancement.

Tuition, fees, books and other expenses incurred while participating in the ECP are paid by the student.

Selectees are expected to complete degree requirements for a non-technical degree in not more than 30 calendar months or a technical degree in not more than 36 calendar months, attending school on a full-time, year-round basis.



Photo by PH3 Sam Dallal

Eligibility requirements are as follows:

- Be a citizen of the United States.
- Be an enlisted member of the Navy or Naval Reserve on active duty and have completed at least four years of active service as of Sept. 1 in the year of enrollment.
- Have completed sufficient undergraduate course work to complete requirements for a non-technical degree in 30 months or technical degree in 36 months.
- Be at least 22 years of age, but able to complete degree requirements and be commissioned prior to 31st birthday.
- Have a cumulative grade point average (CPA) of 2.5 or better on a 4.0 scale (waiver available).
- Have a certified copy of the Scholastic Aptitude Test (SAT) or the Enhanced American College Test (EACT) scores from test taken after Aug. 31 of the preceding year.
- Meet physical standards for commissioning in the unrestricted line.
- Have no record of non-judicial punishment, or civil court (for other than minor traffic violations) during the two years preceding Nov. 1 of the year of application. Have no record of conviction by court-martial or a felony conviction (military or civilian) regardless of the date, or any record of drug abuse while in an enlisted status.
- Be recommended by the commanding officer.

Interested Sailors should see their career counselor and check OPNAVNOTE 1530 or contact the Enlisted Commissioning Program Manager, CNET, NAS Pensacola, Fla. 32508-5100, for additional information.

Broadened Opportunity for Officer Selection and Training (BOOST)

BOOST is an academic program which enables enlisted personnel to acquire the scholastic skills and academic credentials necessary to pursue a naval commission through the Naval Academy or NROTC.

The academic program at BOOST provides college preparatory instruction emphasizing mathematics, the physical sciences and the communication skills of reading, writing, listening and speaking. Included in the program are educational and personal counseling, development of study skills and time management.

Eligibility requirements for BOOST are as follows:

- Prospective NROTC Scholarship Program applicants must not have reached their 21st birthday by June 30 of the year entering BOOST school. Candidates with active enlisted service in the Armed Forces prior to entering BOOST school may be granted a waiver on a month-for-month basis up to a maximum of 36 months, enabling an active-duty Sailor to qualify up to his or her 24th birthday.

Interested personnel should see their career counselor and check OPNAVNOTE 1500 or contact the BOOST program manag-

er at CNET, NAS Pensacola, Fla. 32508-5100 for additional information.


Photo by JO1 Ron Schafer

Education and Training Management Subspecialty

The ETMS program prepares officers to manage education and training activities. Billets are located throughout the Naval Education and Training Command and at other activities in ranks of 0-3 through 0-6.

The graduate-level curriculum that qualifies officers for the ETMS subspecialty code combines education and training principles with general management. To satisfy the education requirements for this subspecialty, officers complete course work in such areas as: organizational development; educational research and psychology; resource planning and programming; applications of computer technology to education and training; contract administration and evaluation; and design and evaluation of technical training program's.

Officers can usually complete the full-time curriculum in 12 to 15 months.

The officer subspecialty is now available at the following universities: Stanford, Stanford, Calif.; Harvard, Cambridge, Mass.; George Washington, Washington, D.C.; Old Dominion, Norfolk; San Diego State, San Diego; Memphis State, Memphis, Tenn.; and the University of West Florida, Pensacola, Fla.

In addition, an off-duty curriculum is available at most of these universities and at the University of North Florida/Jacksonville University, Jacksonville, Fla.

For more information on ETMS, contact Chief of Naval Education and Training, Officer Accessions, or PERS 440 at DSN 922-4994.

Department of Veterans Affairs Education Programs

The Department of Veterans Affairs is currently disbursing benefits under two (member elected) GI Bill Programs: the Veterans Education Assistance Program (VEAP) and the Montgomery GI Bill (MGIB).

Eligibility for a GI Bill program is determined by the member's initial entry on to active duty, length of service and legislated special enrollment programs. Program eligibility is not effected by reenlistment, broken service, or longevity.

Vietnam Era GI Bill (VEGIB)

Individuals who entered active duty, or contracted to enter active duty prior to Jan. 1, 1977, and entered active duty prior to Jan. 1, 1978, became eligible for the Vietnam Era GI Bill (VEGIB) after serving 180 days of active duty.

The VEGIB was terminated Dec. 31, 1989, and no benefits may be paid for training pursued after that date. VEGIB members who met the eligibility criteria for conversion to the MGIB were automatically converted and became eligible to use MGIB benefits Jan. 1, 1990.

Members with VEGIB benefits remaining on Dec. 31, 1989, automatically converted entitlement to the MGIB if:

- They were on active duty on June 30, 1985, and served continuously through June 30, 1988, or
- They were on active duty June 30, 1985, and served continuously through June 30, 1987, followed by four continuous years of drilling with the Selected Reserve and
- Completed the requirements for a high school diploma or equivalency prior to Dec. 31, 1989.

VEGIB members who convert to the MGIB are entitled to receive an enhanced monthly benefit rate. The current monthly benefit for converted VEGIB members pursuing a full-time curriculum is:

$615.87 with no dependents
$651.87 with one dependent
$682.87 with two dependents and $16 for each

NROTC and USNA graduates commissioned after Jan. 1, 1977, are not eligible for conversion to the MGIB.

Veterans Educational Assistance Program (VEAP)

Individuals who entered active duty between Jan. 1, 1977, and June 30, 1985, were given the opportunity to participate in the VEAP. Participation, required the member to open a VEAP account and contribute to the program before the introduction of the Montgomery GI Bill on June 30, 1985.

Members who did not open a VEAP account before this date were given a last chance opportunity to participate between Oct. 28, 1986, and March 31, 1987. Individuals who did not open a VEAP account before this deadline are not eligible to participate in the program.

The VEAP will match $2 for each $1 contributed by the member and may be paid by allotment or lump sum payment. After enrolling in VEAP, the member may contribute to their account at anytime while on active duty. The maximum contribution to VEAP is $2,700 and will pay a total benefit of $8,100.

Members who withdraw their contributions and allow a zero balance are not considered active VEAP participants. Members on active duty with a zero balance VEAP account, may contribute to VEAP and establish eligibility for VEAP benefits.

Montgomery GI Bill enrollment for certain VEAP participants

The Veterans Benefits Improvement Act of 1996 (PL 104-275) authorizes active-duty members with money in a VEAP account on Oct. 9, 1996, the opportunity to enroll in the MGIB or remain in the VEAP.

Separation from active duty after the date of enactment does not effect the member's eligibility.

The Bureau of Naval Personnel (PERS 604) notified eligible VEAP participants of the opportunity to enroll in the MGIB. This legislation does not authorize the enrollment of new VEAP participants.



U.S. Navy photo

Montgomery GI Bill (MGIB)

Individuals initially entering active duty after 30 June 1985 are automatically entered in the MGIB unless they make a written election to disenroll. The election not to participate in the MGIB may never be changed and eligibility will not be established at a later date.

MGIB participation requires:

- Pay reduction of $100 per month for 12 months. The MGIB money reduced from a member's pay may not be refunded for any reason.
- Completion of a high school diploma or equivalency prior to completing their initial obligated period of active duty.
- Twenty-four months of service if on less than a three- year service obligation or, 36 months of service if on a three year or longer obligation.
- Members separating for Convenience of the Government must serve 20 months of a less-than-three-year obligation or, 30 months of a three-year or longer obligation.
- Character of service for members separating from active duty must be Honorable. A General Discharge Under Honorable Conditions does not qualify the individual for MGIB entitlement.

MGIB benefits are paid as a monthly stipend directly to the member and are based on the amount of training certified to the DVA. Currently the MGIB will pay the following rates for full-time training:

- $427.87 per month for 36 months for a three-year or longer obligation.
- $347.65 per month for 36 months for a less-than-three-year obligation.
- Benefit payments are prorated equally for 3/4, 1/2 and 1/4 time in class. Benefit rate increases will be adjusted to the consumer price index. MGIB entitlement ends 10 years from the date of last separation from active duty.

Navy College Fund (NCF)

The Navy College Fund (NCF) was implemented Jan. 1, 1990, to provide additional educational benefits to by which to recruit qualified, high school graduates into critical or hard-to-fill ratings.

The additional money is added to the basic MGIB entitlement and disbursed by DVA. NCF members must elect and remain eligible for the basic MGIB entitlement.

Montgomery GI Bill - Selected Reserve (MGIB-SR)

Montgomery GI Bill - Selected Reserve (MGIB-SR) is the educational entitlement available to members of the Selected Reserve (SELRES) who incur a six-year obligation to drill with the SELRES for six years.

Members may use MGIB-SR entitlement only while drilling and MGIB-SR entitlement ends 10 years from the date of initial eligibility. Benefits are paid as a monthly stipend directly to the member and are based on the amount of training certified to the DVA.

Currently the MGIB-SR will pay $203.24 per month for 36 months for full-time training.

Graduate education

Graduate education is increasingly important to the naval officer as a means of enhancing professional development.

There are several avenues available to achieve this goal, the foremost being fully funded graduate studies at the Naval Postgraduate School, Monterey, Calif., or at selected civilian universities. Programs and year groups are provided in OPNAVNOTE 1520.

Officers are selected during regular lieutenant and lieutenant commander promotion boards based on professional performance, academic background and the Navy's requirements for sub specialists. Selectees remain eligible while they remain in that grade.

Approximately 1,650 officers from all services and some foreign countries attend the Naval Postgraduate School.

An additional 150 naval officers per year enter civilian institutions to study such fields as naval architecture, ship construction, civil engineering, supply systems management, religion and law. Quotas are available for all curricula.

Officers interested in graduate education should contact their detailer. ⚓

Reenlistment Incentives

Why does a person reenlist in the Navy? Chances are, if you asked 10 career Navy people this question you'd get 10 different answers. You'd get similar results if you asked 10 civilians why they stay with a particular company for a career.

Many incentives, tangible and intangible, attract a person to a particular career. The job is important. It's enjoyable because it's in tune with the person's interests and abilities, and a comparable job may not be available elsewhere. The opportunities for advancement may be good. Perhaps the person can get more education, and subsequently a better job, through the organization.

Then there are other considerations: paid vacation, travel, family protection plans, retirement and many other factors that enter into a person's decision and create yet another very important ingredient — loyalty.

In most cases, a person chooses a career on the basis of a combination of these factors.

So it is in the Navy. A decision to reenlist in the military is a personal choice. The following information reviews the long-term incentives for making the Navy a career. Special emphasis is given to reenlistment incentives.

GUARD III Guaranteed assignment

The Navy can guarantee you an assignment of your choice as a reenlistment incentive under the guaranteed assignment retention detailing (GUARD) program. Through this program you can have your orders in your left hand before you raise your right hand to reenlist.

The GUARD III program offers you two guaranteed assignments, the first of which must be used at your first reenlistment. The second can be used at any reenlistment before your 25th year of service.

The Navy defines a guaranteed assignment as either a specific ship type or home port for sea duty or a specific geographical area for shore duty. Coast to coast transfers are not guaranteed.

To be eligible for GUARD III you must:

- Be an E-4 though E-9 with less than 25 years active service, or a designated E-3 who has passed an E-4 exam and is currently eligible for advancement, and you must be approved for reenlistment through the Enlisted Navy Career Options for Reenlistment program (ENCORE) (if you are a first-term reenlistee);
- Be within six months of expiration of active obligated service (EAOS), except as noted below;
- Be willing to reenlist for four or more years;
- Have no courts-martial or civil convictions within 18 months of EAOS;
- Have no permanent change of station orders being processed for transfer to the Fleet Reserve, or have an effective Fleet Reserve transfer date;
- Have a consistent record of above average performance; and
- Be recommended for reenlistment.

All assignments must have valid requirements and must be in accordance with the priorities established by the manning control authorities.

Assignments are intended to be made for transfer when EAOS and projected rotation date (PRD) coincide prior to an extension

becoming operative. Personnel reenlisting for a GUARD III incentive prior to a signed extension becoming operative, or prior to established PRD, must have completed two years at their present command or a DOD-area tour.

Selective training and reenlistment (STAR)

Education and advancement in your present rating may be more important to you than a guaranteed duty assignment. In that case you can hitch up to a STAR, the Navy's selective training and reenlistment program. For a four-to-six-year reenlistment, the STAR program guarantees:

- Assignment to an appropriate "A" or "C" school, or "C" school package (different schools training students for a specific skill);
- Automatic advancement to petty officer 2nd class (PO2) upon completion of a class "C" school, or "C" school package, listed on the effective Career School Listing on the date of reenlistment if otherwise eligible;
- Selective reenlistment bonus, if eligible.

To qualify for STAR you must:

- Be in a critical NEC or any rating in career reenlistment objective (CREO) groups 1 or 2;
- Be a first-term PO2, PO3 or designated striker;
- Have at least 21 months but not more than six years continuous active naval service and not more than eight years active service for other service veterans;
- Meet the minimum test score requirements for the class "A" school;
- Be recommended by your commanding officer for career designation and meet considerably higher than minimum standards for reenlistment;
- Have no record of conviction by court-martial or non-judicial punishment during the 18 months preceding date of application; and
- Not have derived any benefits from the Selective Conversion and Reenlistment (SCORE) program and have completed obligated service for other programs.

OPNAVINST 1160.5 (Reenlistment Quality Control) prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for STAR reenlistment incentives.

Selective Conversion and Reenlistment (SCORE)

Occasionally Navy people feel 'stuck' in their jobs — positions that may not be in line with their interests.

The Navy wants its people to serve in the rating in which they have an interest and aptitude. To achieve this, the Navy has tailored the SCORE program for Navy people wishing to change to fields offering them greater career potential.

A four-, five- or six-year obligation under the SCORE program offers these incentives to members reenlisting for conversion to critically undermanned rates:

- Guaranteed assignment to class "A" school with automatic conversion of rating upon satisfactory completion of that school or direct conversion if switching to a similar skill;
- Possible advancement to PO2 upon completion of the "C" school or "C" school package, if these appear on the current Career School List on the date of reenlistment.
- Guaranteed assignment to an appropriate class "C" school or "C" school package, if available; and SRB, if otherwise eligible.



U.S. Navy photo

To qualify for the SCORE program you must:

- Be in any rating in CREO group 3;
- Be a PO1, PO2, PO3 or identified striker;
- Meet minimum test scores for entry into appropriate class 'A' school;
- Be within 12 months of EAOS, as extended;
- Have at least 21 months continuous active naval service, but not more than 15 years total naval service;
- Have demonstrated a potential for rate conversion, show sustained superior performance and be recommended by your commanding officer;
- Have no non-judicial punishment and no record of convictions in the current enlistment or within 48 months preceding date of application; and
- Obtain prior BUPERS approval.

The OPNAVINST 1160.5 series prohibits reenlistment of personnel, E-4 and below, beyond 10 years of active naval service, and E-5 personnel beyond 20 years of active military service. Personnel should contact their command career counselor to ensure eligibility for SCORE reenlistment incentives.



U.S. Navy photo

Assignment to school as a reenlistment incentive

Have you found that you don't qualify for any of the programs listed above because of pay grade, time-in-service, etc.? Well, don't give up. Assignment to school may be just the program for you. If you are recommended for reenlistment, you are eligible for this program.

The purpose of the program is to provide an incentive for reenlistments of four or more years by guaranteeing, under certain conditions, assignments to a specific school.

To qualify you must:

- Meet the entrance requirements of the desired school;
- Be able to use the skill immediately;
- Be able to use the new skill in conjunction with skills already obtained;
- Be in the pay grade for which use of the desired skill is intended;
- Have a consistent record of average or better performance; and
- Be within 12 months of your EAOS.

Requests should be submitted four to six months before the desired reenlistment date. Assignments to school will normally occur at member's PRD.

School assignments on a temporary additional duty, under instruction basis, as approved by appropriate type commanders when feasible, may occur at any time within the member's activity tour that is agreeable to the member's commanding officer.

Selective reenlistment bonus (SRB)

Members serving in certain critical ratings or NECs may be entitled to an SRB for reenlisting or extending their enlistments for a minimum of three years. SRBs can be as much as $20,000 ($30,000 for designated skills).

SRBs are used to increase the number of reenlistments in ratings and NECs having insufficient retention. SRB award levels are reviewed at least every six months and may be increased or reduced.

There will be some ratings/NECs eliminated and new ones added at each review.

Changes to the list of SRB-eligible ratings/NECs and respective award levels are announced by NAVADMIN message which is normally released 30 days prior to the effective date of the change.

To be eligible for an SRB you must:

- Have completed at least 21 continuous months (excluding active-duty training) but not more than 14 years of active naval service;
- Be eligible to reenlist or extend for three or more years in the regular Navy;
- Be a petty officer or designated striker;
- Be qualified for, and serving in an SRB rating/NEC or be approved for conversion to an SRB-eligible rating NEC; and
- Receive authorization from BUPERS before reenlisting or extending for SRB.

There are three SRB zones: A, B and C. You may receive only one Zone A, one Zone B and one Zone C bonus during a career. The zone that an eligible member is entitled to is determined by total active service:

- Zone A. You must have completed at least 21 continuous months (excluding active-duty training) but not more than six years (including active-duty training plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least six years of total active service

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- Zone B. You must have completed at least six years but not more than 10 years (including active-duty training plus all prior active duty in any service total active military service) on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 10 years of total active service.

- Zone C. You must have completed at least 10 years but no more than 14 years (including active-duty training plus all prior active duty in any service) total active military service on the date of reenlistment or operative date of qualifying extension, and the reenlistment or extension plus the prior active service must equal at least 14 years of total active service.



U.S. Navy photo

Career information

All of the programs covered here deal with specific reenlistment incentives.

The Navy also offers a variety of career alternatives that do not require you to reenlist. Your command retention team is the primary source for accurate, up-to-date information about career policies and programs.

Team members can provide career information and facts about education programs and veterans benefits. Talk about your future plans with members of your command's retention team. They can provide you valuable advice and inform you of alternatives you may not have considered.

If you decide to reenlist, your career counselor will make the arrangements. But whatever you decide, the choice is yours. ⚓

Enlisted Advancement

Ask any Sailor who has spent a Navy career successfully rising through the ranks about the secret of success, and you're likely to get this answer: "Know how the advancement system works." This chapter highlights the entire enlisted advancement process and explains the behind-the-scenes operation of the system.

If you are among the thousands who want to wear a rocker and stars above their crow, prepare now for advancement. This "journey of 1,000 miles" begins with a single step into the Educational Services Office (ESO) for your copy of the new advancement handbook on your rating. ESO has a supply of these handbooks, which include personnel advancement requirements (PARs). Study its contents, especially on the references under PARs.

Preparing yourself

This annually updated handbook will help put the advancement system to work for you. Read it now -- use it for reference later. Part A of the handbook explains the Navy's enlisted advancement system. Part B contains naval standards, with a bibliography for your specific pay grade. Part C contains occupational standards or PARs with a bibliography or materials you should study.

The occupational standards portion lists the tasks you are required to perform on a daily basis. The tasks represent the Navy's minimum requirements expected for occupational skills. They also form the basis for training, advancement and assignments. The PARs require you to demonstrate your ability to perform the tasks stated in the standards. All E-4 through E-7 candidates are required to have PARs checked off by their division supervisor. This is a hurdle you should complete as soon as possible.

The bibliography portion of this handbook provides you with chapter references in rate training manuals (RTMs) and other publications that support the occupational standards for your rating. In studying for advancement you should become familiar with your occupational standards up to and including the pay grade you are studying for. RTMs, applicable Navy instructions, other publications listed in the bibliography and the specific referrals included in each reference are strongly recommended



Photo by PH1 Dolores Anglin



Photo by Neil H.F. Sheinbaum

as study material for advancement. Manuals marked by an asterisk (*) in the bibliography are mandatory.

Once you've read and thoroughly studied mandatory and recommended RTMs, complete the appropriate non-resident training courses (NRTCs). The course may be included in the RTM or published as a separate booklet. A word of caution – don't study only the NRTC questions. Study the entire manual. Questions were written to guide students through the RTM, but, they cannot cover every point that should be learned.

The *Advancement Handbook For Apprenticeships* (AN, CN, DN, FN, HN and SN) is also available from your ESO. This three-part handbook explains the Navy advancement system in Part A, the naval standards for E-2 through E-3 pay grades in Part B and the occupational standards and supporting bibliography for each specific apprenticeship in Part C.

"Hitting the books," completing the PARs check off list and passing the military leadership exam are not the only requirements for advancement -- on-the-job performance is extremely important. Evaluations dictate if your commanding officer will recommend you for advancement.

You can influence what goes into your evaluations – by turning in a sustained superior performance which means you always do top-notch work. Be a top performer among your peers – be the best you can be. Additionally, superior performance evaluations add points to your final multiple score (FMS); E-4 and E-5 "four pointers" get 70 of these FMS points while "three-pointers" get only 10 FMS points. Even one-hundredth of a point difference in your performance average can change your final multiple by more than one-half point.

Once you have met all eligibility requirements, you are ready to take the exam.

All Navywide advancement exams have 150 multiple-choice questions, each with a choice of four answers. The exams are given on the same day, worldwide, for each pay grade to minimize any compromise and to give every candidate an equal opportunity for advancement. At each exam site, examination board members, with the help of proctors, explain exam procedures and answer "how-to" questions about completing answer sheets.

There are no secrets to taking the three-hour exam – you must know your subject. Get a good night's sleep beforehand and come prepared to do your best. Answers don't conform to any set

pattern. Answer every question, even if you are not sure of the answer. You do not lose points by this procedure and you may gain points.

Also, don't look for trick questions -- there aren't any. Read each question carefully and don't try to read more into a question than is asked. Even if a question seems unusually easy, don't fret – every exam has some "freebies." Remember, there is only one correct answer for each question. But, in most cases, alternate choices will be plausible enough to stump those with only a superficial knowledge of their rating.

Problem areas

During each exam cycle, a few advancements are delayed because either candidates or their commands incorrectly complete exam paperwork. The most common mistake is improperly marked answer sheets. This can delay getting exam results back for up to six months.

Some mistakes are "mechanical errors," others are "discrepancies." Mechanical errors include not blackening in circles entirely. Discrepancies include listing an incorrect Social Security Number.

Either type of mistake increases the administrative problems for personnel at your command and at the Naval Educational and Training Program Development Training Center (NETPDTC), Pensacola, Fla.

Enlisted Requirements for Advancements

Paygrade	E-1 to E-2	E-2 toE-3	E-3 to E-4	E-4 to E-5	E-5 to E-6	E-6 to E-7	E-7 to E-8	E-8 to E-9
Time in Rate	9 mos.	9 mos. as an E-2	6 mos. as an E3*	12 mos. as an E-4*	36 mos. as an E-5*	36 mos. as an E-6*	36 mos. as an E-7	36 mos. as an E-8*
Schools	RTC COs advance up to 10% of graduating company		Class A school for some ratings (See REGA	Naval Justice School for LN2		Navy school for AGC, Fleet MUC	Navy band-leader school MUCS	Navy band-leader school MUCM
PARs			PARs must be completed for advancement to E-4 through E-7					
Performance Test			Specified ratings must complete applicable performance tests before taking the Navywide advancement examination.					
Military/ Leadership Exams			Exam must be passed as an eligibility requirement for all E-4 to E-7 candidates					
Enlisted Performance Evaluations	As used by CO when approving advancements		Used to determine performance factor when computing final multiple for E-4 to E-7 candidates				Used by selection board in determining selections to E-7/9	
Performance Mark Average			2.6 minimum					
Obligated Service Required	There is no set amount of obligated service required either to take the Navywide advancement examination or to accept advancement to paygrades E-1 through E-6.					All E-7/8/9 candidates must have two years remaining obligated service on their advancement date to accept appointment to a CPO grade.		
Examinations		Used at the option of the CO	Navywide advancement exams are required for advancement to E-4 through E-7, except as noted in text.				(No exams -- but validation answer must be submitted to NETPDTC)	
Selection Boards						E-7 candidates whose exam status is "SEL BD ELIG" and qualified E-8/9 candidates are selected by a Navy selection board.		
Mandatory RTMs		Must be completed to qualify for advancement, except as noted in text.						
CO Recomendation	All Navy advancement candidates require the commanding officer's recommendation.							

*Must be attained by terminal eligibility date, not Navywide exam

After exams are taken

Every Navywide advancement exam answer sheet is mailed via registered mail to NETPDTC in Pensacola for scoring.

As they arrive, they are logged in and placed in batches. A batch is immediately assigned a number so it can be retrieved at any point in the scoring process. Answer sheets from each batch go through an optical scanner which transfers information on the answer sheets to magnetic tape.

The completed tape is sent to the Naval Computer and Telecommunications Station (NCTS) at Naval Air Station Pensacola for automatic scoring by computers.

At NETPDTC, answer sheets containing mechanical errors are rejected by the optical scanner and manually corrected before being reinserted and recorded on tape. About 6,000 to 8,000 answer sheets of the 130,000 received each exam cycle are rejected by the computer for discrepancy errors made by the individual taking the exam or by the local exam board. Correcting these errors delays the scoring process for all involved.

When the magnetic tapes arrive at NCTS, they are read by a computer. Each exam is scored and assigned a Navy standard score. The same is done for each candidate who has taken an exam in a given exam cycle.

Once this process is complete, the number of candidates passing each exam in a rating is sent to BUPERS. BUPERS determines advancement quotas based on vacancies in each rating and the future needs of the Navy.

Advancement quotas are forwarded to NETPDTC who advances a specified number of people in each rate. Boards meet once a year in Washington, D.C., to select candidates for advancement to E-7 through E-9.

Once it has been determined which E-4 through E-9 candidates have been selected for advancement, NETPDTC messages and mails advancement results to commands. The results contain pertinent information, such as the candidate's final multiple, exam standard scores, exam profiles and advancement status.

With a commanding officer's approval, each selectee is advanced on the date specified by NETPDTC. All other candidates receive appropriate information about their status and their series of marks on the various parts of the exam.

Specific requirements for advancement

The chart on Page 73 outlines the eligibility requirements in each pay grade and the scheduling, processing and notification steps. If candidates meet all the eligibility requirements, including time-in-rate (TIR), they can participate in the advancement exam regardless of total active service (TAS).

Exam system particulars

The advancement process is outlined, step-by-step, in the advancement handbooks and training manuals. Detailed information is available from Navy career counselors.

Qualifications for advancement are specified in Section 1 of the *Manual for Advancement* and are outlined for each rating in Section 1 of the *Manual of Navy Enlisted Manpower and Personnel Classification and Occupation Standards* (rating-specific copies of the same standards included in advancement handbooks).

Still, there are areas people ask questions about: How is the final multiple calculated? How important is the CO's recommendation? These questions will be addressed in this section, so you will have a complete understanding of what is involved in attaining your advancement.

The CO's recommendation

The most important requirement in the enlisted advancement system is the CO's recommendation of individual candidates for advancement to the next pay grade. With it, each candidate has been certified to be qualified for advancement.

When a CO recommends a Sailor, that means a Sailor is qualified in all respects, to assume the duties and responsibilities of the next higher pay grade, to the best of the CO's knowledge.

Commanding officers are tasked by the Navy with making honest, conscientious performance evaluations and advancement recommendations. It's the CO's responsibility to recommend only those who are fully qualified.

When individuals are recommended for advancement, the command is certifying they are qualified and already know the minimum required for the rate and rating.

Consider an example from the machinist's mate (MM) rating:

■ Every MM "must" know how to rethread a bolt.

■ Every MM "should" know several methods for rethreading bolts.

■ It would be "nice-to-know" how many methods there are for rethreading bolts.

So, minimum required information is that knowledge a petty officer must have to function in his or her rate or rating. Should-know information is that knowledge which places a petty officer a notch above those who have not diligently applied themselves to the diverse areas covered by his or her rating. Nice-to-know knowledge is not generally tested.

It is assumed that each candidate for advancement knows the minimum required information, the exams are not designed to determine if a person is qualified. They do determine who are the best of the qualified candidates on the basis of should-know information and rank them in order from the best to the least-qualified.

Since the Navy's enlisted advancement system is vacancy driven, not everyone can be advanced, because the number of vacancies is less than the number of qualified candidates. This process singles out those best qualified for advancement.

Navy standard scores

The number of questions candidates get right on the same advancement exam are converted to Navy standard scores so that comparisons may be made within groups and between different exams.

The lowest possible Navy standard score is 20 and the highest is 80. The average number of correct answers on a given exam is converted to a standard score of 50. Simply put, standard scores tell candidates how well they did in comparison to their peers. Generally, if you get about one-half of the 150 questions correct, you'll get a standard score of around 50. If you get three fourths or more correct, you'll get a standard score in the high 70s.

The final multiple

Chief of Naval Personnel determines how many candidates can be advanced in each pay grade, from E-4 to E-9. Information for E-4 through E-6 is sent to NETPDTC and for E-7 through E-9 to selection boards in the form of quotas for each pay grade in each rating. Quotas are based on manning requirements and projected losses due to retirements, discharges, advancements, deaths, etc.

The FMS for advancement to E-4 through E-6 consists of points awarded for the exam score, performance marks average, total active service, TIR, awards and passed-not-advanced points. The FMS for E-7 candidates consists only of points from the exam score and performance average.

For advancement to E-4 through E-6, the FMS ultimately determines who is advanced.

Computing Your Final Multiple

Factor	Exam Pay Grade	Computation	E-4, E-5 Max. Points (%)	E-6 Max. Points (%)	E-7 Max Points (%)
Standard Score (SS)	E-4 to E-7	Indicated on Exam Profile Sheet	80 (35%)	80 (30%)	80 (60%)
Performance Factor	E-4, E-5, E-6 , E-7	PMA x 50 - 130 PMA x 50 - 108 PMA x 13	70 (30%)	92 (35%)	52 (40%)
Total Act. Service (TAS) (15 years max. TAS)	E-4, E-5, E-6	(TAS - TIR) + 15 (TAS - TIR) + 19	30 (13%)	34 (13%)	
Time in Rate (TIR) (7.5 years max. TIR)	E-4, E-5, E-6	2 x TIR + 15 2 x TIR + 19	30 (13%)	34 (13%)	
Awards	E-4, E-5, E-6	Values Listed in Para. 418 AdvMan	10 (4.5%)	12 (4.5%)	
PNA Points	E-4, E-5, E-6	As Indicated on Past Profile Information	10 (4.5%)	12 (4.5%)	
Max. FMS Possible			230 (100%)	264 (100%)	132 (100%)

To determine the performance mark average (PMA) for E-4 to E-7 candidate: Compute PMA for advancement candidates by adding all trait marks assigned for all the present paygrade evaluations prepared during the period specified (see BUPERS Note 1418) and divide by the total number of marks assigned, excluding the traits in which member is graded as *Not Observed (NOB)*. Do not average individual evaluation reports.



U.S. Navy Photo

People who compete for each rate are ranked according to their FMS. That is, the person with the highest FMS is first followed by all the others in descending order, down to the last person, with the lowest FMS. Advancements are made starting at the top and counting down until the quota is filled.

For example, if the quota was 50 for a given rate in which 75 candidates passed, the 50th person's FMS would be the "minimum FMS required" — 50 people would be advanced and 25 would be passed-not-advanced in that rate.

For advancement to E-7, the final multiple determines who will be "selection-board eligible."

One final look

All Navy personnel seeking advancement must demonstrate leadership abilities, possess sufficient military and professional knowledge and be recommended by their commanding officer.

In summation, each candidate must:

- Have the required TIR.
- Demonstrate an understanding of the information in mandatory rate training manuals.
- Demonstrate the ability to perform tasks listed in PARS in the advancement handbooks.
- Successfully complete service school, if required.
- Meet all appropriate citizenship or security clearance requirements for advancement in certain rates or ratings.
- Fulfill special requirements for certain ratings.
- Be in the proper path for advancement.
- Meet minimum performance criteria.
- Be recommended by the commanding officer.
- Successfully compete in a Navywide examination for advancement in rate or change in rating.
- Meet all physical readiness/body fat standards outlined in OPNAVINST 6110.1C.

Meeting all these requirements cannot guarantee that any one person will be advanced. The advancement system guarantees that Sailors within a rate will compete equally for vacancies. ⚓

Chief Selection Boards

The advancement system for senior enlisted personnel differs in significant ways from the system for junior personnel. Understanding the selection board process, the importance of your microfiche record and evaluations is the key to making the system work for you.

If you are a petty officer first class, a chief or senior chief petty officer, then you have been, or soon will be, in front of an enlisted selection board. This chapter is designed to give you insight into the selection process and your advancement future in the Navy.

Composition of the board

Each selection board consists of a captain who serves as president, a junior officer from BUPERS advancement section, who serves as a recorder, and officers and master chief petty officers who serve as board members.

Additionally, a sufficient number of assistant recorders ensure the smooth handling of records. The exact size of a board varies, but each board usually consists of about 78 members. The board meets in Washington, D.C., and officer board members are generally drawn from the D.C. area. The enlisted members are usually from out of town.

The recorder, assistant recorders, officer of the Chief of Naval Personnel (CNP) enlisted advancement planner and Master Chief Petty Officer of the Navy may consult with the entire board on any matter concerning selections. With the board president's concurrence, the recorder divides the board members into panels, which are responsible for reviewing the records of individuals in one general professional area, i.e., deck, engineering, medical/dental, etc. Each panel consists of at least one officer and one master chief.



Quota requirements and restrictions

A maximum select quota for each rating is established by BUPERS planners and is provided to the board. This quota is filled by the "best-qualified" candidates.

Quotas may not be exceeded, but may remain unfilled if the panel determines there is an insufficient number of best-qualified candidates in a rating.

Advancement throughout the Navy is vacancy driven, but several factors are taken into consideration when establishing quotas.

Current inventory

Current inventory is defined as the number of personnel on board vs. the Navy's requirement for a rating. Only 3 percent of the Navy's total end strength may be senior and master chief petty officers.

Losses reflect the personnel who will be leaving a pay grade during the phasing cycle, e.g., Fleet Reserve, medical discharge, limited duty officer/warrant officer selectees, demotion or death.

Gains reflect those who will enter a pay grade during the phasing cycle, such as voluntary recall to active duty and those remaining to be advanced from the previous cycle. Phasing cycles are September

through August for E-7 and July through June for E-8/9.

Growth is the number which reflects projected growth of the Navy's authorized allowance during the phasing cycle.

Funding authorized

The number of personnel the Navy may pay as authorized by Congress.

Early selectee quotas

DOD has established the Total Active Federal Military Service (TAFMS) requirement which is to be met prior to a member's advancement to a given pay grade. TAFMS requirements are 11 years for E-7, 16 years for E-8 and 19 years for E-9.

DOD has made provisions for "early" advancement. An early advancement candidate is one who does not meet the TAFMS minimum service requirement. No more than 10 percent of the total number of Sailors in the E-7/8/9 pay grades may have less than the prescribed TAFMS, so the number of early selectee quotas available to the selection board is limited to a percentage of the total selectee quota. BUPERS planners inform the board what percentage can be early and still allow the Navy to meet DoD restrictions.

The percentage is an overall board figure, not a quota by rate. Some panels may recommend for early selectees, and other panels may recommend more selectees, based on the average time in service for each rating, which varies yearly.

General guidance to the board

The selection board is convened by the CNP. Each year an instruction, called a precept, is prepared for the board. It outlines the selection process and gives general guidance to the board regarding such selection criteria as equal opportunity considerations. The precept varies only slightly from year to year. An oath administered to board members and recorders on convening is contained in the precept. The precept also outlines the expected conduct and performance of persons serving with the board.

Upon convening, the board establishes internal ground rules and minimum selection criteria,



Photo by PH1 Jim Hampshire

which each member uses when screening the records of candidates. The rules/selection criteria are applied equally to each candidate within a rating. Application may vary slightly from rating to rating for many reasons, such as sea duty or lack of it, supervisory opportunities, schooling availability, rotation patterns, etc. The board is given the freedom to establish its own internal procedures, within the guidelines of the precept, thereby providing for the dynamic nature of the selection process.

The proceedings and recommendations of the board may not be divulged except as authorized and approved by the CNP.

What the board considers

Each rating is given to its respective panel by the board recorders. There is a folder for each candidate with his or her fiche record (1E and 2E fiche only), any correspondence sent by a candidate and received by the board before it convenes and an enlisted summary record.

Each record is then reviewed by a panel member. Evaluations covering at least three years are reviewed, although more often, five years of evaluations are examined. Depending on the closeness of the competition, panel members may go back further to establish performance trends and to break ties.

Once the entire rating has been reviewed the first time, the process starts again, and each candidate gets a second review from a different

panel member. If there is a significant difference between panel member assessments, a third member reviews the record.

Listed below are some of the factors considered by the E-7 and E-8/9 boards. These considerations change only slightly from year to year, but should not be considered the only factors affecting selection:

■ **Professional performance at sea.** While it is not necessary that a candidate be serving in a sea duty billet when the board convenes, it is desired that his or her record reflect demonstrated evidence of professional and managerial excellence aboard at sea or at isolated duty assignments.



Photo by PH3 Sam Dallal

It is recognized that some ratings do not offer a broad opportunity for sea duty, particularly at senior levels, and this is taken into account.

Additionally, while a variety of duty assignments, especially sea duty, is highly desired to give an individual professional breadth, an individual having less variety but more demanding tours may be equally qualified. Sailors assigned to priority billets ashore or overseas will not be hurt.

Candidates presented to the board compete within their ratings. It is recognized that they are frequently detailed to duty outside their rating specialties.

Many such types of duty require selectivity in assignment and special qualifications. Therefore, due consideration is given to those candidates who have served demanding tours of duty as instructors, recruiters, career counselors, recruit company commanders, duty in the Human Goals Program and all other tours requiring special qualifications.

■ **Education.** This includes academic and vocational training, whether such education is gained as a result of the individual's initiative during off-duty hours or as a participant in a Navy-sponsored program.

■ **Evaluations.** Evaluation marks and narratives are closely reviewed and a trend is identified. Marks and narrative must correspond on evaluations.

The single-most important factor influencing selection is sustained superior performance. The summary ranking also gives the board an indication of how the candidate compares against members of the same pay grade at his or her command. Personal decorations, letters of commendation or appreciation, etc., are given consideration. Command and community involvement also reflect a well-rounded, career-motivated individual.

■ **Duty assignment history.** Assignments and history of duties performed are determined from the service record transfers and receipts page, and the job description on the evaluations.

This data shows board members whether or not the individual is performing duties commensurate with his or her rate and if expectations of professional growth are being met.

■ **Do you meet Navy standards?** Failure to meet the Navy's physical readi-

ness test and percent body fat standards can hinder an individual's selection opportunity.

Advancement will not be denied solely on the basis of prior alcoholism or alcohol abuse, provided the member has successfully participated in a treatment and recovery program. Any misconduct or reduction in performance resulting from alcoholism or alcohol abuse is considered in selecting members for advancement.

Individuals who have had disciplinary problems, received a letter of indebtedness or have other record entries relevant to behavioral difficulties such as drug abuse or have demonstrated racial, sexual or religious discrimination, will find the path to E-7/8/9 more difficult than those with clear records.

■ **Test scores.** Scores for E-7 candidates are also taken into account since they give the individual's relative standing on the examination compared to other candidates.



The process

Once the review of the entire rating is completed, the panel arranges all the candidates from top to bottom. This is called slating. At this time, the panel decides where the cut-off will be for people who are appropriate for promotion and recommended selectees.

Once slating is completed, the entire board is briefed on the rating's structure, its job, peculiarities, number of candidates and the backgrounds of those people recommended and not recommended for selection.

During this briefing, no names are used. This prevents any bias for or against candidates by board members who know them. The entire board votes on the slate, which must be accepted by a majority of the board.

During the course of a board's deliberations, some records may clearly indicate substandard performance or in the board's judgment, questionable advancement recommendations. In these cases, the board is directed to those candidates by name, activity, reporting senior and concise summary of circumstances. Depending on the circumstances, such candidates either will be referred to the quality control review board or the commands will be identified to senior echelon commanders for any action deemed appropriate.

After all the ratings have been completed and approved by the board, a NAVADMIN is prepared to announce the selectees. Prior to its release, a written report of the board's recommendations is signed by all members and submitted to the CNP for approval. The report must certify that the board complied with all instructions in the precept, and the board carefully considered the case of every candidate whose name was furnished for review.

Improving your chances

The Sailor who decides early to make the Navy a career and immediately starts "turning-to" on the job will get a head start with selection boards. Here are some things you can do to improve your chances before the board.

■ Sustained superior performance is the single most important factor influencing your advancement opportunities.

■ Get a copy of your microfiche service record from BUPERS and ensure it is up-to-date. This is very important! Do this at least six months prior to the board convening and at least once during each enlistment.

Note to E-8/9 candidates: Ordering your microfiche record after November may delay placement of your latest evaluation on the microfiche master. Place your order prior to November.

The address for requesting a free copy of your microfiche is: Commander, Bureau of Naval Personnel, Attn: PERS 313C, Navy Department, Washington, D.C. 20370-5312. Submit your request on NAVPERS Form 1070/879. The use of this form is outlined in NAVMILPERSCOMINST 1070.2, or send a letter of request including your complete name, Social Security Number and return address. Be sure to sign your request. For further information, call DSN 224-2858 or (703) 614-2858.

It should take about six weeks to receive the microfiche. When it arrives, look it over carefully, making sure your name and Social Security Number are correct on each microfiche. Then start reviewing the contents of the record, making sure that each document is yours.

Updating your record

If you find errors or documents missing from your microfiche, you need to send a correction package to BUPERS. If you are board eligible, you should also submit a duplicate package to the board.

Review your record to determine which documents are missing or are in error. Include all missing evaluations and only those qualifying documents from your previous enlistments that are missing. Remember, letters of commendation or appreciation after 1976 or letters designating collateral duty assignments do not go in the microfiche record.

Ensure that each document is legible and that your name and Social Security Number appear on each. Outline any other errors found in your record on a letter of transmittal and mail it to Commander, Bureau of Naval Personnel, Attn: PERS 313C, Room 3032, Navy Department, Washington, D.C. 20370-5312.



Selection board package

Correspondence may be submitted by a candidate directly to the selection board president. Your package must reach the board prior to the established deadline.

This correspondence is reviewed by the board along with the service jacket. This package should contain the same documents as above, plus any other appropriate materials from your current enlistment.

If you desire confirmation of receipt of your package by the selection board, be sure to include a self-addressed, stamped envelope or postcard. Documents submitted to the board will be reviewed with your record and then discarded upon adjournment of the board. They are not forwarded for filming and entry in your record. Send this package to: President FY__ E-7 or E-8/9 (as applicable) Selection Board (active) Bureau of Naval Personnel, Attn: PERS 313C, Navy Department, Washington, D.C. 20370-5221.

Preparing for the exam

Now is the time to start studying for the E-7 exam, even if you don't plan on taking it for a year or so. Keep notes on changes that occur in your rating, and when you are eligible for the exam, get a bibliography and study the materials listed there. Your exam score counts! The E-7 pay grade is considered to be the senior "technical" rate in the Navy, and no plans are afoot to eliminate the professional test which qualifies selection board eligible candidates.

A NAVADMIN message announces the Navywide advancement examinations prior to each cycle. Don't take someone else's word for it, read the notice and familiarize yourself with all applicable advancement requirements.

Evaluations

The importance of the enlisted evaluation cannot be stressed enough.

- Keep a personal record of your accomplishments throughout the evaluation period. When you are asked for input to your evaluation, submit NAVPERS 1616/21 summarizing your activities for the year. You shouldn't depend on your reporting senior to remember everything you did all year because he or she may have a large number of people to evaluate.
- Address your accomplishments. Be sure your input addresses all accomplishments you feel are significant. Input should be factual and provide enough detail so, when your input is translated into a smooth report, there is little chance that pertinent information will be omitted. The goal of the evaluation is a comprehensive and objective analysis of you and your performance.
- Be specific. Ensure that your input appears in the smooth report as clearly depicting specific accomplishments. Flowery generalities can weaken your evaluation.

What constitutes a well-written evaluation? It is surprising the large number of petty officers who have not had the opportunity to write enlisted evaluations. It is

important to the career development of seniors and their subordinates that all personnel know what constitutes a well-written evaluation. Junior personnel cannot be expected to become proficient in this area if not properly trained.

Below are the composite comments of recent selection boards regarding writing evaluations:

- Do not waste narrative space about how well the ship did on deployment, inspection, Battle "E" award, unit commendation, etc., but tell exactly what jobs the individual had and how well those assigned tasks were performed.
- Eliminate all flowery adjectives about what a great person the Sailor is and get to the point in "plain English" regarding how he or she accomplished the job.
- More emphasis should be placed on the individual's ability, potential and willingness to accept positions of leadership. Why should an individual should be advanced?
- Ensure that all collateral duties, awards, education, qualifications, etc., are listed.
- If an individual is ranked lower or higher than the majority of his or her peers, tell why in the narrative.
- Evaluations submitted as "special," without solid justification and obviously intended to provide another set of marks for the board, are not viewed positively. Evaluation marks going from 3.8 to top 4.0 between September and February, without some strong reasons, do little for the member and can reduce the reporting senior's credibility.



Photo by PH1 Dolores Anglin

Proofread your evaluation

Ensure that your evaluations are properly typed, and your Social Security Number is right. Be sure there are no misspellings or other clerical errors. Remember that you are going to sign your evaluation, and clerical errors are as much your fault as your command's. Make sure your evaluation covers the correct time period.

Ensure that all special goals, schools, duties, outside activities, community involvement, etc., are included on evaluations for the period involved. Include any awards and letters that you received during the reporting period.

Have a good working knowledge of the master chief, senior chief and chief petty officer selection boards.

This knowledge will enable you to make correct career decisions and provide you with a practical and constant goal of achieving sustained superior performance. Working toward this goal will build a better Navy and a better career for you. ⚓

Paths to a commission

The Navy offers many ways to become a commissioned officer. This section briefly describes the Navy's basic commissioning programs. Specific qualifications for entry into any of the programs may change from time to time because of the Navy's needs or if new legislation is enacted.

Commissioning programs are available for both college students and graduates. Specialists in certain professional categories, such as lawyer, doctor, nurse or chaplain, may qualify for a direct commission. Enlisted men and women who are outstanding performers may also qualify and apply for commissioning programs.

By providing many paths to a commission the Navy can more effectively meet its personnel needs while taking into account a variety of individual circumstances.

The right road for each individual is determined by balancing two basic factors — what the Navy needs to man the fleet and what the person is qualified to do.

U.S. Naval Academy

The United States Naval Academy (USNA) offers an opportunity for qualified young persons to embark on careers as naval officers.

All Academy applicants must have a nomination from a member of the executive or legislative branches of government (e.g., a congressman, senator or the president) to be considered for appointment. There are many nomination sources; applicants should apply to all of them.

Each year the Secretary of the Navy may nominate for admission to the Naval Academy 85 active-duty Navy and Marine Corps enlisted personnel and 85 Navy and Marine Corps Reserve personnel either on active duty or assigned to a drill unit.

Qualified candidates are appointed to the Academy as midshipmen and receive monthly pay of approximately $500, plus tuition, room and board.

Naval Academy applicants must be:

- a U.S. citizen.
- at least 17 years old and not yet 23 years old on July 1 of the year of admission.
- anmarried, not pregnant and have no legal obligation to support a child or other individual.
- of good moral character.
- scholastically, medically, and physically fit.

Active-duty personnel must have an active-duty pay entry base date (PEBD) one year prior to July 1 of the admission year.



Courtesy of U.S. Naval Academy Public Affairs



Photo by PH1 Dolores Anglin

Reservists on active duty or assigned to a unit must have a PEBD one year prior to July 1 of the admission year.

Naval Academy Prep School

The Naval Academy Preparatory School (NAPS), located in Newport, R.I., provides intensive instruction and preparation for the academic, military and physical training curricula at the USNA.

NAPS convenes each August with the course continuing through May of the following year for candidates seeking July admission to the Academy.

Applicants who are not selected for direct appointment to the Academy are automatically considered for selection to NAPS. OPNAVINST 1531.4 (series) covers admission to the USNA and NAPS. See your command career counselor for details.

NROTC scholarship program

The Naval Reserve Officer Training Corps (NROTC) scholarship program leads to an appointment as an officer of the Navy or Marine Corps in the grade of ensign or second lieutenant respectively. The NROTC programs are maintained to educate and train well-qualified men and women for careers as commissioned officers.

The NROTC program is designed to provide the Navy with unrestricted line officers. Only persons who are open to the possibility of making their career in the Navy or Marine Corps should apply.

There are a limited number of NROTC scholarships available to college students who want to become Nurse Corps officers. They must meet all the eligibility requirements of the NROTC program and be competitive for admission to a University with a College of Nursing.

The NROTC scholarship provides tuition, books, fees and $150-a-month subsistence. NROTC units are located at more than 60 host colleges and universities throughout the United States. Two to four year scholarships are available. NROTC midshipmen are inactive reservists and do not receive pay and allowances.

General eligibility requirements are:

- Be a U.S. citizen.
- Be under 27 years old on June 30 of the year of commissioning. Age waivers of up to 48 months are available to those with prior active military service.
- Be a high school graduate or possess an equivalency certificate.
- Be physically qualified for unrestricted line service.
- Be morally qualified and possess officer-like qualities and character.
- Have no moral obligations or personal convictions which would prevent conscientious support and defense of the Constitution of the United States against all enemies, foreign and domestic.
- Have no record of military or civil offenses.

For application procedures, see OPNAVNOTE 1533.

BOOST program

The Navy is engaged in a vigorous effort to ensure that opportunities for a career as a naval officer are open to persons who may have been educationally deprived, but who have demonstrated they possess the fundamental qualities and desire necessary to gain a commission.

To help these individuals achieve their potential, the Navy developed the Broadened Opportunity for Officer Selection and Training (BOOST) program.

BOOST prepares selected individuals for entrance into the NROTC Program or the USNA.

A military staff provides physical fitness training, general military training and counseling for students. A civilian staff teaches the academic curriculum.

General eligibility requirements are:

- Be an enlisted member on active duty in the

■ Be highly motivated to become a commissioned officer and have the potential for professional growth if given the educational opportunity.

■ Have 36 months of active obligated service as of June 1 of the year BOOST training commences or agree to extend enlistment or active-duty agreement to accumulate 36 months.

Upon completion of BOOST, members must accept four years of obligated commissioned service.

To qualify for entrance to USNA upon completion of BOOST, the member must be unmarried, have no dependents and must be at least 17 years old.

Prospective NROTC candidates must not have passed their 22nd birthday on June 30 of the year entering BOOST.

Candidates with duty may be granted a waiver on a month-for-month basis up to 36 months.

Prospective USNA candidates must:

Not have passed their 22nd birthday on July 1 of the year entering BOOST.

■ Be able to meet the stringent physical requirements prescribed for unrestricted line officer programs.

■ Have no record of conviction by court-martial or by civil or criminal court (other than for minor traffic violations).

■ Have no record of non-judicial punishment in the two years prior to the application due date.

■ Meet high standards of personal conduct, character, patriotism, sense of duty and financial responsibility.

■ Be a high school graduate or have a GED certificate.

■ Have taken SAT or ACT within 12 months preceding the application deadline.

■ Be recommended by the commanding officer.

The BOOST program is conducted at the Navy Education and Training Center, Newport, R.I. Detailed information on this program is available in the annual BOOST OPNAVNOTICE 1500.



Photo by Ron Fontaine

Enlisted Commissioning Program

ECP provides enlisted personnel, who have previous college credit, a full-time opportunity to complete requirements for a baccalaureate degree and earn a commission.

General eligibility requirements are:

■ Be a U.S. citizen.

■ Be on active duty in the Navy or Naval Reserve.

■ Have at least four years time in service.

■ Be at least 22 years of age but less than 31 by the time of commissioning.

■ Be physically qualified for unrestricted line service.

■ Have no record of conviction by court-martial or civil court, other than minor traffic violations, and no non-judicial punishment for two years prior to application.

■ Meet standards of personal conduct, character, patriotism, sense of duty and financial responsibility.

■ Have sufficient traditional college credits to complete a technical degree in 36 months or a non-technical degree in 30 months.

■ Be recommended by the commanding officer. ECP officer candidates receive full pay and allowances, but must pay their own tuition and other school related expenses. Four years of active commissioned service will be incurred upon commissioning.

Chief Warrant Officer (CWO) program

The CWO program (along with the Limited Duty Officer Program) is one of the primary enlisted-to-officer programs that does not require a college education. CWOs

provide technical expertise at a relatively stable grade level in the officer structure.

General eligibility requirements are:

- Be a U.S. citizen.
- Be serving on active duty as a chief petty officer in the regular Navy, Naval Reserve or Training and Administration of Reserves (TAR) program at the time of application.
- Be physically qualified for appointment to CWO.
- Be a high school graduate or possess a service-accepted equivalent.
- Have no record of conviction by courts-martial nor conviction by civil or criminal court for offenses other than minor traffic violations for the two-year period immediately preceding Oct. 1 of the year application is made.
- Be recommended by the commanding officer.

Personnel in pay grades E-7 through E-9 must have completed at least 12 but no more than 24 years of active naval service immediately preceding the year application is made.

Specific application procedures and additional information about the chief warrant officer program can be found in NAVMILPERSCOMINST 1131.1A.

Limited Duty Officer (LDO) program

The LDO program is another enlisted-to-officer program that does not require a college education. The LDO meets the Navy's needs for officer technical managers. General eligibility requirements are the same as those of the CWO program with the following exceptions:

- Be serving as an E-6, E-7 or E-8. If the applicant is an E-6, the member must have served in that capacity for at least one year immediately preceding the year of application.
- Have completed at least eight but not more than 16 years of active naval service on Oct. 1 of the year application is made.
- E-6 candidates must complete all performance tests, practical factors, training courses and service schools required for CPO. Additionally, each E-6 applicant must successfully compete in the annual Navywide exam for CPO administered in January of the year of application.
- A candidate whose final exam multiple is equal to or greater than that required to be CPO selection board eligible will be eligible.
- An E-6 is exempt from this requirement when authorization for advancement to CPO had been received by the commanding officer.
- Must be recommended by the commanding officer. NAVMILPERSCOMINST 1131.1A contains specific application procedures.

Officer Candidate School

OCS provides 13 weeks of officer candidate indoctrination and training. Selected enlisted members are designated officer candidates upon reporting to OCS in Pensacola, Fla. The program is open to male and female personnel except for the submarine, surface nuclear power and Special Warfare (SEALS) programs, which are not open to women.

Applicants in pay grades E-4 and below who are designated officer candidates are advanced to E-5 upon reporting.

Enlisted applicants in pay grades E-5 and above are designated officer candidates in their current pay grade. The curriculum includes intense naval science and human relations management courses.

General eligibility requirements are:

- Be a U.S. citizen.
- Have a baccalaureate degree or higher from a regionally accredited college or university.
- Be at least 19 years old, but less than 29 years of age at time of commissioning. Pilots and Naval Flight Officer (NFO) applicants must be less than age 27 at time of commissioning. Age waivers for many specific designators may be granted for fleet applicants on a month-for-month basis for prior active-duty service.
- Agree to take the Officer Aptitude Rating examination.
- Be physically qualified. Physical standards vary depending on career path designator.
- Current service members must be entitled to an honorable discharge; be serving on active duty; and have at least six months of obligated service remaining on current enlistment upon receipt of orders to most schools.
- Applicants must possess leadership qualities, be of good moral character and have good personal habits.
- Married and single applicants must meet the dependency requirements outlined in OPNAVINST 1120.2.
- Service obligation for non-aviation OCS officers is four years active duty.

For pilots, active-duty obligation is seven years following designation (winging) as a Naval

Aviator, while NFO active-duty obligation is six years following designation. For both pilots and NFOs training time prior to designation is between 18-30 months.

Seaman to Admiral Program

The Seaman to Admiral Program was re-established for enlisted Navy men and women in 1994.

General eligibility requirements for the program are:

- Be a U.S. citizen.
- Be at least 19 years old but not older than 27 on 30 September of the year of program selection. Age waivers can be granted up to one year on a case by case basis.
- Be an E-5 select or above with at least four years of continuous active duty service. TARS are eligible to apply.
- Applicant must have an associates degree from an approved accredited junior or community college prior to training. No waivers are authorized.
- Receive a score of 40 or above on the Officer Aptitude Rating (OAR) exam.
- Be physically qualified in accordance with the physical standards established by the Chief, Bureau of Medicine and Surgery.

After selection by a board convened at BUPERS each September, all 50 Seaman to Admiral candidates attend OCS, Pensacola, Fla.

Successful completion of OCS results in an appointment in an Unrestricted Line officer community as an ensign in the U.S. Naval Reserve.

After completion of initial operational training and fleet tours, Seaman to Admiral program officers will have the opportunity to earn their baccalaureate degrees at the Naval Postgraduate School in Monterey, Calif.

Service obligation is four years from appointment as a commissioned officer.

Commissioning programs in Navy medicine

Navy medicine offers an alternative to the administrative burden and expense of private practice for physicians, dentists and medical service corps officers.

Health Care Administration and Physician Assistant Sections of the Medical Service Corps,



U.S. Navy photo

Regular Navy - The Medical Service Corps in-service procurement program is a continuing program which provides a path of advancement to commissioned officer status for senior regular Navy hospital corpsmen (HM) and dental technicians (DT) E-5 through E-9 who possess the necessary potential, motivation and outstanding qualifications.

This program is extremely competitive. Enlisted personnel aspiring toward appointment in the medical service corps should begin preparation early in their careers through a sound self-improvement program.

General eligibility requirements are:

- Be a U.S. citizen.
- Be a member of the regular Navy serving as an HM or DT in pay grades E-5 through E-9.
- Be at least 20 years old. Applicants must not have reached age 35 as of Oct. 1 of the year in which appointment can first be made.
- Meet the physical standards prescribed for officer candidates.
- Have no record of conviction by court-

martial for the four years preceding the date of application.

- Have a combined GCT/ARI score of at least 115.
- Be a high school graduate or equivalent.
- Have sufficient undergraduate course work with a grade point average of at least 2.5, to complete the requirements for a baccalaureate degree within 24 months.

For further information, refer to BUPERSINST 1131.2.

Uniformed Services University of the Health Sciences

This four year, extremely competitive program to an accredited medical school accepts applications from service members who have a baccalaureate degree and have taken all of the required pre-med courses.

Students serve in pay grade 0-1 while in the program, regardless of previous rank, and are promoted to 0-3 upon graduation. Graduates incur a seven-year service obligation (following residency completion), and receive a doctor of medicine degree.

General eligibility requirements are:

- Be a U.S. citizen.
- Be between the ages of 18 and 28. Age waivers are granted for those with prior active military service on a year-for-year basis up to age 32.
- Hold a baccalaureate degree from an accredited college or university in the United States, Canada or Puerto Rico, and have completed all requisite pre-med courses
- Take the Medical College Aptitude Test prior to application.
- Meet the physical qualifications for commissioning.

For further information, refer to SECNAVINST 1500.8A, or contact the USUHS Admissions Office at DSN 295-3102 or (301) 295-3102.

Armed Forces Health Professions Scholarship Program

This is an extremely competitive program for applicants desiring to become a physician, dentist, or optometrist. Applicants can apply for 2-, 3- or 4-year scholarships.

Persons accepted into this program receive a commission in the Naval Reserves on inactive duty until they graduate, when they are advanced to lieutenant and enter active service. Graduates incur a year for year obligation (following residency obligation) based upon the scholarship received.

General eligibility requirements are:

- Be a U.S. citizen
- Be accepted to an AAMC accredited medical (or select osteopathic) school of medicine, or ADA approved dental school or American Optometric Association program.
- Be able to receive degree prior to your 40th birthday.
- Meet the physical standards for officer candidates.

Selected members receive payment for full tuition, books, and select incidentals, and a monthly stipend of $886 per month.

Medical Enlisted Commissioning Program

The Medical Enlisted Commissioning Program offers enlisted personnel of all ratings the chance to become ensigns in the Nurse Corps by allowing them to obtain their bachelor of science degree in nursing.

General requirements are:

- Be a U.S. citizen.
- Be able to complete the educational requirements and be commissioned before reaching their 35th birthday.
- Meet the physical standards for officer candidates.
- Have at least three years active service as of January 1 of the year of application.
- Complete the undergraduate requirements for a bachelor's degree in nursing within 36 consecutive months.
- Have a 2.5 grade point average (on a 4.0 scale) from all college courses completed.
- Be accepted to a baccalaureate program leading to a bachelor's degree in nursing at a university accredited by the National League of Nursing.

Selectees will receive full pay and benefits, but will be expected to pay their own educational expenses.

For further information, see BUPERSINST 1131.3.⚓

Officer Promotions

Long ago, the Navy recognized the finest ships and the best-trained crews were only as effective as the officers who commanded them. Consequently, the sea service has always sought the most capable men and women for the officer corps and encouraged them to advance as far as their abilities permitted. Laws and regulations governing the promotion of naval officers are the product of more than 200 years experience and ensure that all officers receive impartial consideration based solely on their capabilities and performance. This article addresses all aspects of the officer promotion system.

The Navy's officer corps is structured like a pyramid. Starting with a wide base of junior officers at the bottom, it rises to a relative few flag officers near the peak, with one, the Chief of Naval Operations, at the top. The officer corps structure consists of 20 competitive categories, i.e., groups of officers possessing similar skills, education and training.

By law, the Navy's promotion system is vacancy-driven. Promotion planners develop annual plans to determine the projected need for officers in each grade within each of the competitive categories. The development of these plans starts the promotion system cycle with these three elements: selection opportunity, selection for promotion and promotion.

Promotion process

Obviously, all officers can't reach the top of the pyramid, but everyone has the same selection opportunity as their contemporaries in his or her competitive category.

Selection opportunity is the product of three factors: authorized officer strength, promotion flow point and selection opportunity (percentage).

Authorized officer strength

The Navy's authorized officer strength is the total number of officers authorized to be in the Navy at the end of each fiscal year. Congress prescribes this total number for each of the Armed Forces each year, and SECNAV distributes this total number among the Navy's 20 competitive categories. Since authorized officer strength sets a limit on how many officers we can have in the Navy each year, it affects the number of promotions that can be made.

Promotion flow point

Promotion flow point is the average number of years of commissioned service (ensign date of rank) officers have when promoted to the next higher grade.

Promotion Flow Points

To Grade of	Promotion Flow Point
CWO3	After 4 Years as CWO2 (Permanent)
CWO4	After 4 Years as CWO3 (Permanent)
LTJG	2 Years
LT	4 Years
LCDR	9 to 11 Years
CDR	15 to 17 Years
CAPT	21 to 23 Years

Selection opportunity

When developing annual promotion plans, planners use the selection percentage guidelines, along with the number of vacancies to be filled in each grade in each competitive category to determine the zone size (or rather, to determine who is "in zone" for selection). For example, if planners foresee a need to fill 300 captain vacancies in the unrestricted line (URL), and a selection opportunity of 50 percent is desired, then the zone must include 600 URL commanders.

To be eligible for consideration for selection from in zone, an officer must have the following minimum years in grade:

RADM - 1 year as RADM(L) (prior to the convening date of the board).

RADM(L) - 3 years as CAPT (by Oct. 1 of the year in which promotions begin).

CAPT - 3 years as CDR

CDR - 3 years as LCDR

LCDR - 3 years as LT

LT - 2 years as LTJG

CWO4 - 3 years as CWO3

CWO3 - 3 years as CWO2

These three factors — authorized officer strength, promotion flow point and selection percentage — are inter-related. A change in one will force a change in at least one other.

After finalizing zone sizes, promotion planners forward the plans via the chain of command to SECNAV. The plans are modified and/or approved, and the zones are announced via an ALNAV at least 30 days prior to the convening date of the fiscal year's first selection board.

Selection Percentages

To Grade of	Selection Percentage
CWO3	75%
CWO4	70%
LTJG	100% (if fully qualified)
LT	95 - 100%
LCDR	70 to 90%
CDR	60 to 80%
CAPT	40 to 60%
RADM(L)/RADM	**No minimum

** The selection percentage for RADM(L) is approximately 2 to 3 percent, depending on competitive category. The selection percentage for RADM is approximately 45 percent.

Selection for promotion

The SECNAV convenes annual promotion boards for each competitive category to select active-duty officers and Reserve officers not on active duty for promotion.

CWO2 and ensign are commissioning grades and an officer's commanding officer determines the individual's promotion to lieutenant junior grade. Officers above the grade of captain are appointed, not promoted, by the President of the United States to admiral, vice admiral and rear admiral.

Selection boards are composed of officers who have shown outstanding quality of performance, maturity, judgment, naval background and experience.

The senior member is usually named president of the board. Each member takes an oath to consider all eligible officers without partiality and to recommend for promotion only those officers who are "best qualified."



Photo by Edward Barino



Courtesy of U.S. Naval Academy Public Affairs Office

In written directions to the board, SECNAV stipulates that the board's proceedings shall be confidential and confined within the board room. The board is required to submit its findings and recommendations, but not the reasons for its decisions. Therefore, those who aren't selected have nothing in their official record to indicate why they were not recommended for promotion.

After the board closes:

The Chief of Naval Personnel (CNP), Judge Advocate General, Chief of Naval Operations, Joint Chiefs of Staff and the Assistant Secretary of Defense for Force Management and Personnel review the list.

- SECNAV reviews the list.
- SECNAV publishes the list for chief warrant officer, lieutenant, lieutenant commander, commander, captain, rear admiral(L) and rear admiral(U) via an ALNAV message. The ALNAV lists the selectees in alphabetical order and shows the relative seniority among selectees within each competitive category.
- Secretary of Defense approves selection of the active-duty list, lieutenant through rear admiral (U).
- SECNAV publishes the active-duty list for rear admiral(L) and rear admiral(U) and approves chief warrant officer promotion boards via an ALNAV message.

Retirement/Continuation Mandatory Retirement

Grade	Pre-DOPMA Officers	DOPMA Officers	Maximum Length of Active Service with Continuation - DOPMA Officers
ADM/VADM (0-9/0-10)	CNO Discretion	35 YOS*	35 YOS (+5 YIG*)
RADM (0-8)	30 YOS (+4 YIG + 4YIG)	35 YOS	35 YOS (+5 YIG)
RADM(L) (0-7)	30 YOS (+4 YIG + 4YIG)	30 YOS	30 YOS (+5 YIG)
CAPT (0-6)	30 YOS	30 YOS	30 YOS (+2 YIG)
CDR (0-5)	26 YOS	28 YOS	28 YOS (+2 YIG)
LCDR (0-4)	20 YOS	2 FOS*	24 YOS
LT (0-3)	2 FOS	2 FOS	20 YOS
LTJG (0-2)	2 FOS	1 FOS	None
CWO	2 FOS (For Permanent Promotion or 30 YOS)	2 FOS	30YOS

*YOS for pre-DOPMA officers = Years of Active Commissioned Service;
YOS for post-DOPMA officers = Years of Active Service;
YIG = Years in Grade (YIG for ADM/VADM is computed from RADM(U) date-of-rank;
FOS = Failure of Selection (two FOS LCDRs go before a continuation board and may be continued on active duty until 20 years.



Photo by PH1 Dolores Anglin

■ Senate confirmation is required for lieutenant commander through rear admiral(U) active-duty boards. (Vice admirals and admirals must also be confirmed by the Senate, but these officers are not selected by statutory boards.).

■ SECNAV authorizes promotions via NAVADMIN message as vacancies occur. This usually occurs at monthly intervals during the fiscal year after the fiscal year of selection.

The board cannot exceed the number of selections provided for in SECNAV's precept. For example, if 100 officers are "in zone" and SECNAV requires a 70 percent selection percentage, the board cannot select more than 70 officers for promotion.

It may reach "below zone" and choose for early promotion up to 10 percent (or 15 percent with SECDEF approval) of the total number of officers selected. If, in the above example, the board selects 10 officers from below zone, it can select only 60 officers from in zone. (Each officer normally gets two "looks" from below zone.) The board also may select "above zone" officers, i.e., those who were considered in a previous year, but weren't selected.

Defense Officer Personnel Management Act

The Defense Officer Personnel Management Act (DOPMA), enacted Sept. 15, 1981, established all the requirements and guidelines which govern the active-duty list for officer promotion /continuation/retirement system.

Officers promoted or selected for promotion to their present grades before Sept. 15, 1981, are termed pre-DOPMA officers for promotion/continuation/retirement purposes.

Those selected and promoted to their present grades, continued or augmented on or after Sept. 15, 1981, are termed DOPMA officers.

Failure of selection

Many fine officers who are well-qualified for promotion are not selected as a result of the provisions of the DOPMA "up-or-out" system. The system is a competitive system where the most outstanding are selected and the numbers selected will vary with the requirement of the times and needs of the service in the particular grade concerned.

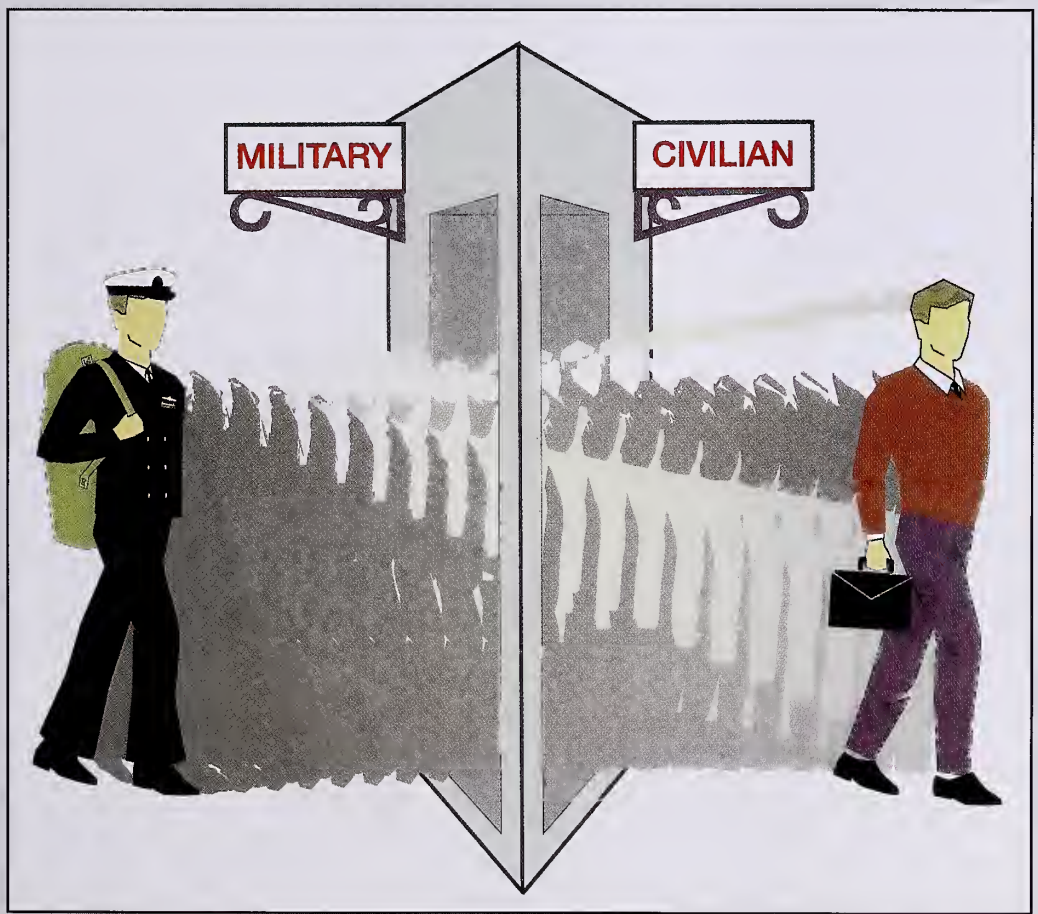
Those who fail to be selected may be continued on active duty or retired in accordance with current guidelines.⚓

Transition Assistance

Personnel and their families facing separation from the Navy require services to ease the transition from a formerly secure lifestyle to the challenges of a civilian community in a fluctuating economy. The Navy Transition Assistance Program (TAP) is designed to provide those services. TAP consists of preseparation counseling, employment assistance, relocation assistance from overseas and a set of benefits for involuntary separatees who qualify.

If you are going to separate from the Navy, preseparation counseling information will be made available to you in nine areas:

- educational assistance benefits,
- affiliating with the Selective Reserve,
- available programs for job search assistance,
- job counseling for your spouse,
- relocation assistance services and the Department of Labor's Transition Assistance Program,
- conversion health insurance or other medical and dental coverage,
- the effects of career change on individuals and their families,
- financial planning assistance and
- if you are being medically separated, a description of the compensation and rehabilitation benefits of the Department of Veterans Affairs.



Your command career counselor (CCC) will meet with you up to 180 days before separation but not later than 15 days after your command receives official notification of your separation.

The career counselor will have you sign the preseparation counseling checklist (DD Form 2648) indicating which of the nine areas you desire counseling. The career counselor will file the DD Form 2648 in your service record and refer you to your family service center (FSC) for counseling.

Employment Assistance Program

The second major component of TAP is employment assistance. Employment assistance will be provided through the TAP seminar at the FSC. TAP workshops will be available at all major Navy installations by the end of FY92. Check with your FSC to determine availability of TAP in your area. TAP is a three to five-day workshop covering instructions on writing effective resumes, interviewing techniques, dressing for success and other job-finding skills. The seminar covers relocation factors, stress management and other topics.

The last day of the workshop covers military specific topics such as affiliation with the Naval Reserve, movement of household goods, TRICARE and dental coverage, Survivor Benefit Plan, separation documents and check-out procedures.

You may receive additional employment assistance at your local FSC. Counselors are available should you need them, and a number of job search computer programs. The Defense Outplacement Referral System (DORS) is available at the FSC and will make a mini resume of your Navy experience available to employers in the area to which you wish to relocate after separation.

Also available is the Transition Bulletin Board (TBB) that is a computerized listing of jobs; career workshops; job fairs; support services; education and training opportunities; and information on franchises and starting a business.

Relocation assistance overseas

FSCs will be responsible for providing relocation assistance overseas through the use of the Relocation Automated Information System (RAIS). The RAIS data base provides information on 86 Navy and 18 Marine Corps installations including



Photo by PH1 Jim Hampshire

data on climate, geographic location, schools, housing, etc. If you receive orders to an overseas duty station, contact your local FSC for further information.

Involuntary separation benefits

If you are being involuntarily separated you may be eligible for additional benefits.

These benefits may include extended medical care, extended commissary and exchange privileges, excess leave/permissive temporary duty if the command allows, priority affiliation in the Selected Reserve, travel and transportation of household goods to home of selection and storage of household goods.

An extension in Department of Defense Dependent Schools to allow your child to complete the 12th grade is also available as well as an additional opportunity to enroll in the Montgomery GI Bill.

Contact your command career counselor for further information.

Voluntary Separation Incentive, Special Separation Benefit

Personnel and their eligible family members who elect the Voluntary Separation Incentive (VSI), also known as the annuity plan, lose their eligibility for medical care on the date of separation.

Personnel and their eligible dependents who elect the Special Separation Benefit (SSB), also known as the lump sum benefit, are eligible for medical and dental care in DOD medical treatment facilities for 120 days following the date of separation.

All beneficiaries under this entitlement have the same priority for care as family members of active duty in DOD medical treatment facilities.

Under TRICARE, all care is cost shared at the active-duty family member rate and all TRICARE rules apply.

Dental coverage under Dependent Dental Plan (DDP) ends on the day of separation. Remember, your premium deduction will normally stop the month prior to separation, covering your family members through the month of separation.

To avoid denied claims, you should ensure that any DDP dental treatment is



Photo by PH1 Jim Hampshire

performed prior to your separation date.

If you take the SSB, you and your family members may use dental treatment facilities on a space available basis, for the authorized 120 day period. DDP cannot be extended after the separation date.

Medical, dental benefits

DOD provides continued Military Treatment Facility (MTF)/and or TRICARE coverage for military members (and their dependents) separating from the military as directed by public law in Title 10, U.S.C., Chapter 58, Section 1145.

Temporary transitional health care coverage is made available to former members who are being either involuntary separated or are voluntarily separating with a separation bonus.

The length of continued MTF/and or TRICARE coverage is determined by the length of military service the former member has performed. Based on legislation, the following are the current periods of temporary coverage:

- Separating members who have served less than six years are entitled to 60 days of continued MTF/and or TRICARE coverage.
- Separating members who have served six or more years are entitled to 120 days of continued MTF/and or TRICARE coverage.

Members separating early or who are being involuntarily separated should obtain transitional health care information from their personnel office.

They should also participate in Transition Assistance Program (TAP) counseling, made available by the services as required by public law, to learn about separation benefits.

Under TAP, members participate in a three-day transition course to educate them on a multitude of important separation benefits, among these include: housing, education, medical, insurance, life insurance and job searching assistance.



Photo by PH1 Jim Hampshire

Following the ending of either the 60 or 120 days of continued MTF/and or TRICARE coverage, separating members begin their eligibility to enroll in DOD's temporary, transitional health care program, the Continued Health Care Benefit Program (CHCBP).

Former members have 60 days to elect to enroll in the CHCBP following the loss of their Military Health Services System (MHSS) eligibility.

Authority extending the 60 or 120 days of MTF/and or TRICARE eligibility for separating members, either involuntarily or voluntary separating, has been extended through Oct. 1, 1999.

For more information on TAMP benefits, contact your command career counselor, or the nearest family service center.

Retirement

One of the major attractions of a military career has always been the retirement package. Most members become eligible for retirement after 20 years of service. It provides an element of security as well as a chance to embark on a second career, while still enjoying many benefits of the first.

In this article, we take a look at what the military requirement package includes, how to make sure you are able to take full advantage of these benefits and where to go if you need help or information.

Categories of retired personnel

■ **Regular Navy Retired List.** This list consists of regular Navy officers and enlisted personnel who are entitled to retirement under any provision of law. They are subject to the Uniform Code of Military Justice (UCMJ) and the orders and regulations of the Secretary of the Navy (SECNAV). They may be ordered to active duty at any time at SECNAV's discretion.

■ **Fleet Reserve.** Consists of former warrant and commissioned officers and enlisted personnel of the Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years



Photo by PHAN Delphenia Lawrence

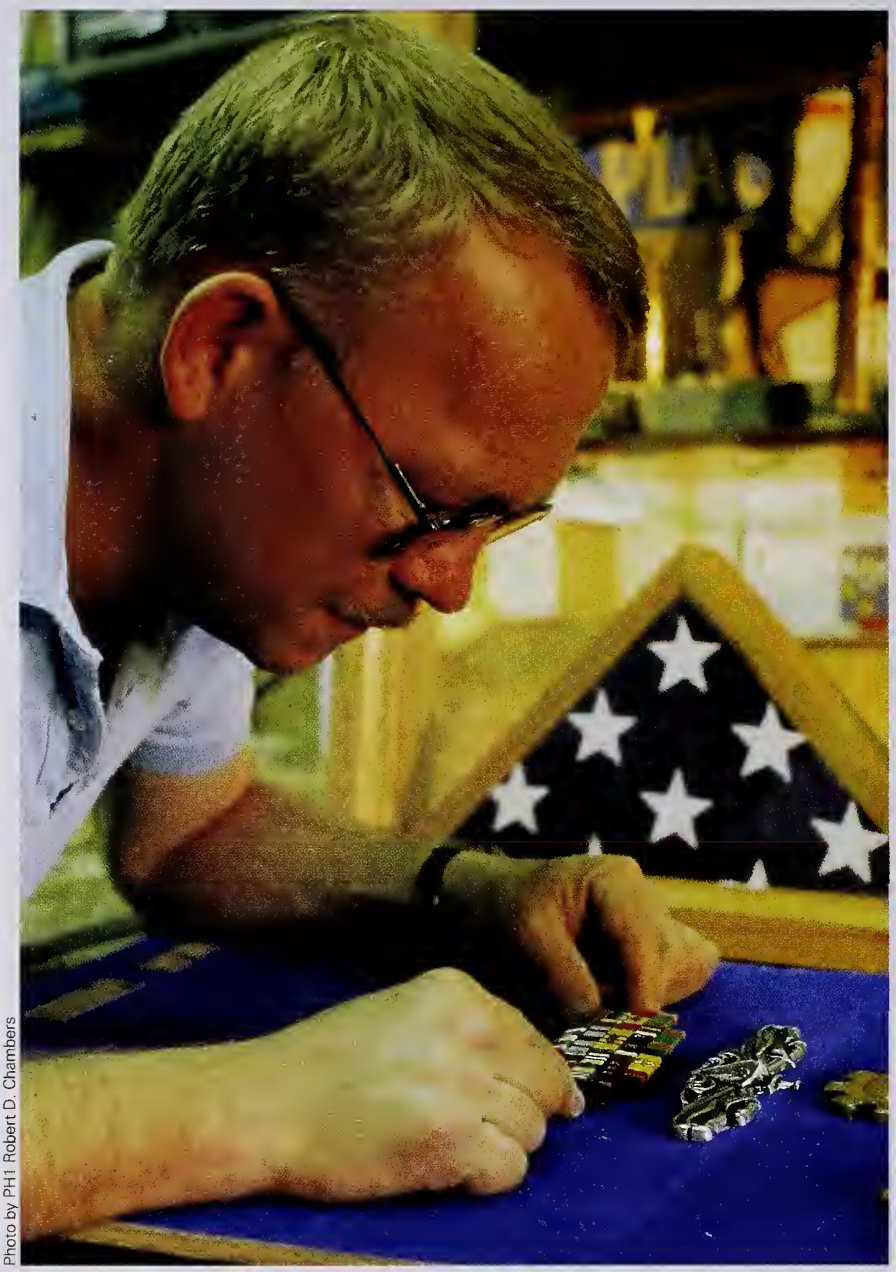


Photo by PH1 Robert D. Chambers

or more, but less than 30 years, of active service, including any constructive service earned through Dec. 31, 1977.

Members of the Fleet Reserve are entitled to receive retainer pay when they are released to inactive duty. They are subject to the UCMJ and to the orders and regulations of the SECNAV. They are also subject to active-duty recall at any time. Members are transferred to the retired list upon completion of 39 years active and Fleet Reserve service.

- **Naval Reserve Retired List.** Composed of members of the Naval Reserve entitled to retired pay. This normally occurs at age 60 for most Naval Reserve retirees. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the SECNAV, with the approval of the Secretary of Defense, determines that there are not enough qualified Reservists in an active status.
- **Retired Reserves.** Consists of Reservists who have been transferred to the Retired Reserve without pay. Most Reservists who have completed 20 years of Reserve duty but have not reached age 60 are in this category.
- **Temporary Disability Retired List (TDRL).** Consists of members who are temporarily unable to perform the duties of their rank or rate by reason of physical disability which may be of a permanent nature. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A). TDRL lasts for a period of not more than five years.
- **Permanent Disability Retired List.** Consists of members who have been found to be permanently unable to perform duties of their rank or rate by reason of physical disability. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A).

Retired/retainer pay

Navy retired pay is computed under a variety of provisions of law. active-duty members who have questions about the formula to be used in computing retired pay should consult a career counselor. Retired members should submit questions in a letter to the Defense Finance and Accounting Service.

If you registered allotments while on active duty, most remain in effect when you transfer to the Fleet Reserve, as long as the total is less than the net retired or retainer pay.

Allotments from retired pay are allowed for life insurance premiums. You may also register U.S. Treasury allotments to repay indebtedness to another U.S. government agency, allotments for

U.S. Savings Bonds and allotments for the support of spouse, former spouses and/or your children not living with you.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaced the Retired Servicemen's Family Protection Plan for all personnel retiring with pay on or after Sept. 21, 1972.

SBP complements the survivor benefits of Social Security and provides all career members of the uniformed services who reach retirement eligibility — including Reservists who qualify for retired pay at age 60 — an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost. See Chapter 19, "Survivor Benefits."

Travel shipment and storage of household goods

A retiree may select a home location and receive travel allowances and shipment of personal property from the last duty station to a new location.

This includes a Navy member on active duty who is retired for physical disability, placed on the temporary disability retired list regardless of length of service, or, who, following at least eight years continuous active duty with no break in service of more than 90 days, is transferred to the Fleet Reserve, discharged or involuntarily released with readjustment or severance pay.

The home selected does not have to agree with the home of record. Once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home and turnover of the personal property for shipment must, in general, be completed within one year after termination of active duty. For exceptions to the one-year time limit, see your command career counselor or personnel officer.

Travel of family members

Upon retirement, a Navy member is entitled to transport his or her family to the same location. This includes all officers and all enlisted personnel in pay grades E-5 to E-9, and E-4s with more than two years of service.

Family members must perform their travel within one year after termination of the member's active duty, with the same exceptions that apply to the member.

Base facilities and other privileges

Members retired with pay can use U.S. Armed Forces base facilities depending on the availability of space, facilities and capabilities of the activity. Reserve personnel retired in non-pay status are not entitled to these privileges.

The commanding officer of the service activity determines whether or not base facilities can accommodate retired personnel. The use of a base facility is a privilege that may be granted, not a right to which a retired member is automatically entitled.

The Armed Forces Retirement Home

The U.S. Naval Home in Gulfport, Miss., and the Soldiers' and Airmen's Home in Washington, D.C., were combined in 1991 to form the Armed Forces Retirement Home.

Regulations such as resident eligibility/resident fees, operating funds, oversight, etc., now are standardized for both homes. Both homes are model retirement centers, where residents can maintain an independent lifestyle in a safe, comfortable environment. They both accept retirees of the Armed Forces and certain Coast Guard members. Women are eligible for the home. Other criteria for residency are: a significant amount of enlisted time, 60 years of age or older, and the ability to care for themselves. For a more detailed explanation of admission eligibility, you may call the Naval Home at 1-800-332-3527.

TRICARE - health care for Retirees and their families

Rightsizing has put a strain on military treatment facilities (MTFs) and health care providers. Even as MTFs close and the



U.S. Navy photo

number of health care professionals in the military drop, the number of beneficiaries remains almost the same.

To ensure military retirees and their families have access to quality health care at a reasonable cost, DOD introduced TRICARE, a health care plan that brings together the resources of Army, Navy and Air Force and supplements them with networks of civilian health care professionals.

For retirees and their families, this means better access to medical care and more health services at a lower cost than what most retirees pay now. Retirees and their families are offered three options for health care:

- ***TRICARE Prime,*** requires a modest enrollment fee and a commitment to use Prime civilian or military health care providers, but *guarantees* timely access rather than hit-or-miss space- available care. It provides the lowest cost for each service.
- ***TRICARE Standard*** (equivalent of CHAMPUS), is available everywhere and provides the greatest flexibility when choosing health care professionals, but at a higher cost for services than Prime or Extra.
- ***TRICARE Extra,*** which offers more flexibility than Prime by allowing you to choose from a network of health care professionals. It also saves money by discounting standard CHAMPUS rates.

Which one to choose depends on such factors as home location, health status and preference of health care providers. As Standard or Extra participants, another alternative open to retirees and their families is use of MTFs on a space available basis. But with rightsizing and limited space availability, the only way to ensure consistent quality care would be to consider enrolling in TRICARE Prime that provides the most comprehensive care at the lowest cost.

For more information about TRICARE and health care benefits, retirees and their families should contact their nearest MTF or TRICARE Service Center.

Veterans benefits for retirees

VA is the agency responsible for administering the federal veterans' programs authorized by Congress. Retirement is considered the same as discharge for the purpose of veterans benefits. Therefore, the benefits administered by VA which are available to personnel being separated or discharged from active duty are available under the same conditions to retirees.

Eligibility for individual retired members for specific veterans benefits must be determined by the VA. DON has no control over benefits authorized by law and payable by other government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for veterans benefits.

The VA has regional offices in each state, Puerto Rico and the Philippines. Questions concerning veterans benefits should be addressed to the nearest regional office. Toll-free telephone service is available in each state or nationwide at 1-800-827-1000. See Chapter 18 on Veterans Benefits.

Unemployment compensation

Your eligibility for unemployment compensation is determined by the law of the state in which you file a claim.

Contact your local office of the state employment service to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office. In applying, bring your DD Form 214N, Social Security card and record of civilian employment both before and after military service.

DVA education assistance

Education assistance benefits are available to spouses and children of members who died, or are permanently and totally disabled, as a result of a disability arising from service in the Armed Forces, or those who died while totally disabled from a service-connected disability.

Application and further information are available from any DVA regional office serving the state or area in which the child is living.

Veterans' and other organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the DVA on behalf of veterans and their families. These are either chartered by Congress, designated by Congress or otherwise recognized by the DVA.

Only one organization may represent you at any one time. Contact the local chapters of veterans' organizations for further details.

Burial benefits

The Retired Activities Branch of the Bureau of Naval Personnel (PERS 662) will, at the request of survivors of retirees, provide information about benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased. You can call toll free 1-800-255-8950.

This service is furnished in lieu of that provided through the Casualty Assistance Calls Program in the case of an active-duty member's death. Assistance may also be requested from the Retired Activities Office at the nearest naval activity. The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from various local service and veterans' organizations. Representatives of these organizations can help in completing any required forms and give information concerning benefits.

There is no charge for grave sites or for the opening or closing of graves in a national cemetery but expenses for preparation, the cost of the casket or transportation of remains from the place of death to a national cemetery must be met from private funds.

VA may provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery. The Social Security Administration provides a small stipend for the surviving spouse.

A member or former member whose last active service terminated honorably is eligible for burial in any national cemetery in which grave space is available except Arlington National Cemetery.

If an individual — retiree or family member — wishes to be buried at sea or to have cremated remains scattered over the ocean, that request should be made in writing. Upon death of the former military member, the individual designated to make disposition of the remains should contact the Office of Medical Affairs through the nearest naval activity or the Retired Activities Branch at BUPERS for assistance.

A government-issued headstone or grave marker is available without charge for any

deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. Markers for private cemeteries are shipped free, but applicants are responsible for transportation to the private cemetery and placement at the grave.

An American flag to drape the casket of each retired member is furnished by a DVA office or a first-class post office. The flag is presented to the next of kin following interment.

The rendering of military honors or a military ceremony depends upon the status of the decedent and upon the availability of active-duty personnel for such purposes at an Armed Forces installation near the national cemetery or private cemetery. If it is determined by the commander of the installation that troops are not available, the next of kin or his representative may be able to arrange for the rendering of honors by members of local veterans organizations.

Check-off list

The head of a family can make things easier by having papers in order so family members know their rights and benefits.

Review information provided regularly in *Shift Colors*, a newsletter for retirees published by the BUPERS Public Affairs Office.

Keep your current address on file with the Naval Reserve Personnel Center, Defense Finance and Accounting Service-Cleveland Center and the DVA. Notify these agencies when changes occur. Also let them know when you have changed marital status, when there are births and deaths of family members, etc.

Safeguard your records. Keep copies of your naval records and retirement papers in a safe place. Consider recording your DD 214s at the Clerk of Courts office nearest your home. Be sure to let your next of kin know where they may be obtained. Members who elected participation under the Survivor Benefit Plan should include that information as well.

Correspondence. In all official correspondence to agencies concerning benefits, identify yourself completely by full name, rank/rate, service/file number, Social Security Number and branch of service. If corresponding with the DVA, include your claim number.

What survivors can do

Notification in the event of member's death. Immediately upon the death of a retired member who was retired with pay, the next of kin or the person designated should notify the Defense Finance and Accounting Service - Cleveland at 1-800-269-5170. Provide the current address for yourself or the executor of the estate. This will assist in expediting payment of survivor benefits.

The next-of-kin of a retired Reservist who was not receiving retired pay at the time of death should notify the Naval Reserve Personnel Center, Code 4-1, New Orleans, LA 70149-7800. Telephone (504) 678-1832. ⚓



U.S. Navy photo

Veterans Benefits

A wide range of services and benefits are available to help veteran-eligible military members who leave the service after retirement or after their military obligations have been met. This is part of what you earn when you serve your country.

This chapter of rights and benefits contains general information about medical, education and other benefits, mostly available through the Department of Veterans Affairs (VA). For more specific information and requirements, you should call your nearest VA office, located in major cities throughout the country. Your state regional office can be reached at 1-800-827-1000.

If you are an active-duty service member, you can also get information on veterans benefits from your command career counselor, personnel officer or education officer.

Continued Health Benefits Program

The lack of medical coverage after a member's discharge, or family member's loss of eligibility, is a concern of military members and their families. The Continued Health Benefits Program (CHCBP) is designed to ease these concerns.

CHCBP was established under the 1993 Authorization Act for DOD beneficiaries who were losing their military health services system entitlement. The new program had to provide medical benefits comparable to those provided to former civilian employees under the Federal Employee Health Benefit Plan's (FEHBP) Temporary Continuation of Coverage. The 1995 Authorization Act extended this benefit to children placed for legal custody or for the purpose of adoption.

Four beneficiary groups are eligible for CHCBP coverage: former active-duty members and their family members; unremarried former spouses; emancipated children; and children placed for legal custody or for the purpose of adoption.

The CHCBP features two enrollment categories — Self or Family. Premiums cover 90 days of coverage. For Self - $933; Family - $1,996. Premiums are paid entirely by enrollees (i.e., without government subsidy).

Medical coverage is for specific time periods. For separated members coverage is for a maximum of 18 months. Unremarried former spouses, emancipated children, children placed for adoption or legal custody each have a maximum 36 months of coverage.

Participation is voluntary, but written election of coverage is required within a 60-day period after separation or loss of eligibility. Coverage is provided through TRICARE Standard using the basic benefit, provider networks and fiscal intermediaries. Pre-existing conditions under the CHCBP are covered to the extent standard TRICARE covers certain conditions.

IM&I, Inc., Gaithersburg, Md., provides administrative support functions for the CHCBP (toll-free line, mailing of brochures or applications and eligibility verification). The toll-free number for IM&I is 1-800-809-6119.

VA medical/dental services

Veterans discharged or released from active military service under conditions other than dishonorable may be eligible for medical and dental care at VA health facilities.

Eligibility for VA hospitalization, outpatient and nursing home care is divided into two categories: mandatory and discretionary. Within these two categories, eligibility assessment procedures, based on income

levels, are used for determining whether non-service-connected veterans are eligible for free medical care. Veterans with service-connected disabilities and low-income veterans are in the mandatory care category. DVA must provide hospital and outpatient care and may provide nursing home care to veterans who are in the mandatory category.

For veterans in the discretionary category (nonservice-connected, higher-income veterans) hospital outpatient and nursing home care may be provided if space and resources are available. A co-payment is required.

Outpatient medical treatment includes home health services such as structural alterations and home improvements deemed necessary for treatment at home.

VA provides necessary dental treatment for veterans who were not able to receive a dental examination and treatment within 90 days of discharge or separation from military service. Different criteria apply for treatment of veterans who have dental disabilities resulting from either combat wounds or service-related injuries.

Alcohol and drug abuse treatment

Eligible veterans are admitted to any of the Department of Veterans Affairs (DVA) medical centers for the treatment of alcohol or drug dependence or associated medical conditions. If specialized care for the veteran's alcohol or drug dependence is required and not available at the admitting medical center, the veteran may be transferred to the nearest medical center which has these programs.

The DVA has approximately 94 alcohol dependence treatment programs (ADTP) and 42 drug dependence treatment programs (DDTP). Each ADTP and DDTP provides services that include intervention support activities, emergency medical services including detoxification, clinical and vocational assessment, consulting liaison, ambulatory/out-patient and after-care services.

Vocational rehabilitation

This program provides assistance to service-disabled veterans to live independently; become employable; and find and keep new jobs.

Evaluation and counseling services help plan a vocational rehabilitation program, or a program to improve the potential for independent living.

Eligible veterans may enroll in schools or colleges; train on the job or on a farm; or enter programs that combine school and job training. While enrolled in a rehabilitation program, veterans receive a monthly subsistence allowance in addition to compensation or retirement pay. The amount of subsistence is determined based on the number of family members and the type of training received.

Each program of rehabilitation is tailored to meet the rehabilitation needs of the individual veteran. Seriously disabled veterans may pursue comprehensive training in their own homes, in rehabilitation centers or in other training facilities.

Medical care and other supportive services, such as tutorial assistance, may be provided. Advancements from a revolving fund, work-study programs, counseling, job placement and post-placement services are also available.

Comprehensive training and rehabilitation services

Veterans are eligible for training and rehabilitation services if all the following conditions are met:

- They suffered a service-connected disability in active service which entitles them to a VA disability rating of at least 20 percent compensation or; would do so but for receipt of retirement pay. Veterans may also be eligible if they have a compensable rating of less than 20 percent and first applied for rehabilitation before Nov. 1, 1990, or have a serious employment handicap;
- They are hospitalized in a military hospital for a condition likely to be compensable;
- They were discharged or released under other than dishonorable conditions;
- The VA determines they need vocational rehabilitation services to achieve suitable employment because of an employment handicap. Their service-connected disabilities must contribute to this employment handicap.
- Programs of independent living services may be provided to the seriously disabled who cannot achieve suitable employment.

Employment services

Employment services may be provided to all veterans who are eligible for (or found to have an employment handicap who are current partici-

pants in) the Chapter 31 training and rehabilitation program if the VA determines they are job-ready.

Generally, a veteran must complete a rehabilitation program within 12 years of the date of VA notification of entitlement to compensation. Extensions may be granted for veterans with serious employment handicaps.

Eligible veterans may be provided training and rehabilitation services up to a total of 48 months although additional training may be authorized under certain conditions. Employment services may be provided for up to 18 months.



Photo by JO2 Robert Benson

VA home loans

The VA home loan guaranty program offers advantages that other loan programs do not. The major advantage of the VA home loan program is that most VA loans are made with little or no down payment.

The exact amount of a veteran's entitlement is shown on the Certificate of Eligibility. Veterans who do not have this document should contact their nearest VA regional office.

Veterans can use their entitlement to purchase, build, alter, improve, refinance or repair a home. There is no requirement that the entitlement must be used within a certain period of time except for members of the Reserves and National Guard who must use their entitlement by Oct. 28, 1999. VA home loan eligibility remains available until used.

To be eligible for a VA home loan, a veteran must have been discharged under conditions other than dishonorable, after serving a minimum period of time on active duty, depending on the period of service. Active-duty-for-training does not qualify an individual for VA home loan benefits.

Memorial Affairs

Burial benefits in a VA national cemetery include the grave site, opening and closing of the grave and perpetual care. Many national cemeteries have columbaria or special grave sites for cremated remains. Headstones, markers and their placement are provided at government expense.

Veterans, service members and family members are eligible for burial in one of the VA's 114 national cemeteries. An eligible veteran must have been discharged or separated from active duty under conditions other than dishonorable and have completed the required period of service. Persons entitled to retired pay as a result of 20 years creditable service with a Reserve component are eligible.

Spouses and minor children of eligible veterans and of service members also may be buried in a national cemetery. If a surviving spouse of an eligible veteran marries a non-veteran, and remarriage was terminated by death or divorce of the non-veteran, the spouse is eligible for burial in a national cemetery.

For more information call 1-800-827-1000.

A final word

The booklet, "Federal Benefits for Veterans and Dependents" gives up-to-date detailed information on all VA programs and is available free via the Internet.

It is sold for $5.50 a copy through the U.S. Government Printing Office. Ask for GOP stock number 051-000-00212-1 from the Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250. To order with VISA or MasterCard, phone 202-512-1800.⚓

Veterans Benefits Timetable

Time You Have (after separation from service)	Benefits	Where to apply
10 years	**VEAP:** The VA provides financial assistance for education and training of participants under the voluntary contributory program.	Any VA office.
No time limit	**GI Loans:** The VA will guarantee your loan for the purchase of a home, manufactured home or condominium.	Any VA office.
No time limit	**Disability Compensation:** The VA pays compensation for disabilities incurred in or aggravated by military service.	Any VA office.
No time limit	**Medical Care:** VA provides a wide range of medical benefits including help for alcoholism and other drug dependency to veterans with a service-connected disability and to non-service-connected disabled veterans who qualify.	Any VA office.
90 days	**Dental Care:** VA provides necessary dental care for veterans who were not provided dental examination and treatment within 90 days of discharge or separation from . The time limit does not apply to veterans with dental disabilities resulting from combat wounds or service injuries.	Any VA office or medical center.
Two years (from date of notice for a VA disability rating)	**GI Insurance:** Standard priced life insurance (up to $10,000) is available for veterans with service-connected disabilities. Veterans who are totally disabled may apply for a waiver of premiums on these policies, and may be eligible for an additional $20,000 of life insurance.	Any VA office.
120 days or up to one year if totally disabled	**SGLI:** SGLI may be converted to VGLI, a five-year, non-renewable term policy. VGLI may be converted to a policy with a participating insurance company, at any time.	Office of SGLI 213 Washington St. Newark, N.J. 07102-2996
No time limit	**Employment:** Assistance is available in finding employment in private industry, in federal service and in local government.	Local or state employment service, U.S. Office of Personnel Management.
Limited time	**Unemployment compensation:** The amount of benefit and payment period varies among states. Apply immediately after separation.	State employment service.
90 days	**Re-employment:** Apply to your former employer for employment.	Employer.
30 days	**Selective Service:** Male veterans born in 1960 or later.	Any U.S. Post Office; must register; overseas at any U.S. Embassy or consulate.

Survivor Benefits

Job security and your base pay aren't the only benefits of your Navy career. To determine the actual value of being in the service, you must consider a whole range of benefits available to active-duty Sailors, retired personnel and family members. Benefits for survivors form an important part of what you're entitled to as a Navy member.

This article outlines the Survivor Benefit Plan (SBP) and the new Supplemental Survivor Benefit Plan (SSBP) that became effective April 1, 1992. Space limitations prevent *All Hands* from including more complete details, so it is important that you contact the sources listed for further information.

Survivor Benefit Plan (SBP)

Sometimes the hardest things to talk about are also the most important. Death and the benefits available to our survivors are among these things.

When people retire from the Navy, they are often secure in the belief that a retirement check will arrive in the mail each month for the rest of their lives.

It is sobering to realize that the checks stop when the retiree dies. What about the family? How will the bills get paid? What about the children's education? A service member's family may be financially secure now, but not necessarily later.

For many military retirees, the answers to these and other money questions can be found in the Uniformed Services Survivor Benefit Plan.

The SBP provides a source of income to a deceased retiree's beneficiaries. The amount of that income is determined by an election the member makes prior to retiring or transferring to the Fleet Reserve.

How much does SBP pay?

This monthly income is equal to 55 percent of any selected "base amount" of retired pay of between $300 and full retired pay. After a surviving spouse reaches age 62, the monthly benefit is 35 percent of the selected base amount. SBP benefits are automatically adjusted with the same cost-of-living adjustments applied to military retired pay.

If a surviving spouse (or former spouse) remarries before age 55, eligibility to receive SBP benefits is suspended. If that marriage later ends, eligibility is restored.

Military retirees are automatically enrolled in SBP at the maximum level for all eligible beneficiaries at the time

SBP Premium and Benefit Amounts

Base Amount ($)	Premium ($)	Monthly Annuity ($) Before/After Age 62	
300	7.50	165	105
434	10.85	208	132
930	60.45	446	284
1,000	65.00	550	350
1,500	97.50	825	525
2,000	130.00	1,100	700
3,000	195.00	1,650	1,050

of their retirement or transfer to the Fleet Reserve, unless they elect to decline coverage or to participate at less than the maximum level. (An election for less than maximum coverage requires the member's spouse's written consent.)

How much does SBP cost?

The cost to participate in SBP, referred to as a "premium," depends upon the base amount the member elects. An SBP participant's retired pay is reduced by the amount of the premium.

For members who entered military service before March 1, 1990, there are two methods to calculate premiums: 2.5 percent of the first $434 of the elected base amount, plus 10 percent of the remaining base amount, or 6.5 percent of the base amount. Whichever method produces a lower premium is automatically used. For members who entered military service on or after March 1, 1990, the premium is simply 6.5 percent of the base amount.

The $434 amount increases each year at the same rate as cost-of-living adjustments to active-duty pay. After a member retires, the premium will always remain a constant percentage of retired pay. For members retiring in 1992, the two-part method produces a lower premium than the 6.5 percent method for base amounts of less than $930.

For example, if a member whose retired (or retainer) pay is $1,000 per month, dies, the surviving spouse would receive $550 per month ($1,000 x 55 percent). The monthly annuity after age 62 would be $350 ($1,000 x 35 percent). The annuity would actually be much more than $350 because of future cost-of-living adjustments.

The member's monthly cost to provide this benefit would be $65 per month ($1,000 x 6.5 percent). Since SBP premiums come "off the top" of retired pay, they are not counted as taxable income. This member's actual cost, after considering taxes, is really only $55.25 if he is in the 15 percent federal income tax bracket ($65 x 85 percent), or only $46.80 if he is in the 28 percent tax bracket ($65 x 72 percent). The tax treatment of SBP premiums can result in a savings of thousands of dollars in taxes during a retiree's lifetime. (Survivors' annuities are taxable, but the survivors' taxes are usually lower than what the couple paid prior to the member's death.)

Suppose the same individual opted for $300 (the minimum amount that may be elected). The widow(er)'s monthly annuity would be $165 ($300 x 55 percent) until age 62, when it would be reduced to $105 ($300 x 35 percent) but adjusted for inflation. The monthly SBP premium would be $7.50.

Insurance alternatives

Many retiring members examine life insurance alternatives to SBP. How much insurance would be enough to produce the same income stream as SBP?

In the first example, the member's widow would need approximately $165,000 upon his death (if he died today) to invest at a 7 percent interest rate to produce a 5 percent inflation-adjusted income stream that is equal to the SBP benefits she would receive during her lifetime.

This figure assumes she is 38 years old when benefits begin and that she lives a normal life span. Term life insurance for this amount of coverage is generally available at a cost that is lower than the member's initial SBP premium. However, there is much more to consider.

While it might seem that the amount of insurance that would be needed would decrease with advancing age (because there would be fewer years of life remaining), this is not the case. Because of inflation, the amount actually increases. For example, if this member's spouse is age 75 when he dies, which is likely based upon normal life expectancies, she would need approximately $275,000 at that time to produce the same income that SBP would provide. Because of inflation, the term life insurance policy for $165,000 that this member might consider when he retires would have the purchasing power of only about $27,000 at that time.

It is also likely that the member would let the term insurance policy lapse because his premiums would have become exorbitantly expensive by then.

Many types of permanent life insurance policies offer death benefits that increase by having the interest or dividends on cash values purchase additional insurance. Depending on the member's age, the premiums for these types of policies range from four to six times as much as the initial SBP premiums.

The projected cash values in these types of policies make them very attractive alternatives to SBP because it seems as if the cost of the insurance protection was free.

Cash values in commercial life insurance policies are the invested portion of the premium a person pays, less the cost of insurance, company expenses and profit. The actual cost of the insurance protection is much greater in a commercial life insurance policy than it is with SBP because SBP benefits are subsidized by the federal government at more than 40 percent.

SBP elections are permanent and irrevocable. However, unlike most civilian joint-and-survivor pension annuity plans (military retired pay is not technically a pension), SBP premiums are payable only while a retiree has an eligible beneficiary. If an SBP participant becomes divorced, or if the participant's spouse dies first, SBP premium reductions in retired pay are suspended. Also unlike most civilian plans, a subsequent spouse is automatically covered by SBP after one year of marriage, but the member may elect to withdraw from the program during the first year.

If a member declines to cover an eligible spouse or child upon retirement, he or she may not provide coverage for that category of beneficiary later. If a member is not married or does not have eligible children upon retirement, he or she may enroll in SBP within the first year after marrying or acquiring a child.

Survivors of retirement-eligible service members are automatically covered by SBP while the member serves on active duty. This coverage is provided at no cost to the member.

Integration with Dependency and Indemnity Compensation (DIC)

The surviving spouse of a military retiree, or of a retirement-eligible member who dies on active duty, may be entitled to receive Dependency and Indemnity Compensation (DIC) from the Department of Veterans Affairs.

DIC is paid to survivors of veterans who die of service-connected causes. The death of a member serving on active duty is presumed to be service-connected unless the member's death is due to misconduct. The amount of DIC for all servicemembers is $833 (effective Jan. 1, 1977). This rate changes depending on the COLA.

SBP annuities are reduced or "offset" dollar-for-dollar by the amount of DIC received. If the survivor of a retired member whose death is service-connected receives DIC, the survivor receives a refund of the SBP premiums the member paid for the portion of the SBP annuity that is offset by DIC.



Photo by PHCS Joe Dorey

For example, the surviving spouse of a senior chief, either retired or retirement-eligible but still on active duty, who dies of a service-connected cause would be eligible to receive DIC in the amount of $833. If the senior chief's retired pay was $1,200 (or, if still on active duty, would be if he had retired), his survivor's SBP annuity would be $660 ($1,200 x 55 percent).

Since his widow's DIC is greater than this amount, she would receive only DIC. If the senior chief had retired and had paid SBP premiums since retiring, his widow would also receive a complete refund of the premiums paid.

Available coverage under SBP

▪ **Child(ren)-only coverage.** Members with eligible children, including stepchildren, adopted children, foster children or children born outside of marriage but who live with the member, may name their children as SBP beneficiaries. The spouse of a married member must concur with this type of election.

Children are eligible to receive benefits until age 18, or, if a full-time student, until age 22. If the child becomes incapable of self-support due to a mental or physical disability while an eligible beneficiary, the child may receive benefits for life.

Monthly benefits for children are 55 percent of the member's base amount. Only one 55 percent annuity is paid per service member. If the member has more than one child, the annuity is divided equally among all eligible children. Benefits are paid to a child's guardian until age 18 and directly to the child thereafter. There is no offset to a child's SBP annuity due to receipt of DIC.

The cost to provide SBP coverage for children is very inexpensive and depends upon the age difference between the member and the member's youngest child. For example, the premium for a 45-year-old member with retired pay of $1,000 who has three children, the youngest of whom is 10 years of age, would be $7.20 per month.

▪ **Spouse-and-child(ren) coverage.** Under this type of coverage, a member may elect coverage for both a spouse and children. Children receive benefits only if the surviving spouse dies or loses eligibility to receive benefits by remarrying before age 55. Premiums for spouse-and-child(ren) coverage are calculated by adding a very small additional charge for the children to the normal premium for spouse-only coverage. The additional charge is usually less than $ 1 per month.

▪ **Former-spouse coverage.** A member with a former spouse may name the former spouse as a beneficiary upon retirement. If divorced after retirement, a member may provide coverage for a former spouse only if the former spouse had been eligible to receive SBP benefits as a spouse.

To name a former spouse as a beneficiary after retirement, the retiree must change his or her election from spouse coverage to former-spouse coverage within one year from the date of divorce. If the member is required by a court order to provide coverage to a former spouse, the former spouse may have the election ordered on the member's behalf if the member fails to make the change voluntarily.

Premiums and benefits for former spouse coverage are identical to premiums and benefits for spouse coverage.

Children may be added to a former-spouse election at an identical cost to spouse-and-child(ren) coverage. Only children acquired (born, adopted, etc.) during the member's marriage to the former spouse may be covered.

▪ **"Insurable interest" coverage.** This type of coverage is available only to a member who is unmarried at the time of retirement. If the member has only one dependent child, the member may name that child as an insurable interest beneficiary.

Insurable interest refers to someone who has a valid financial interest in the continued life of the member. An insurable interest is presumed for any blood relative. Premiums and benefits are calculated differently for this type of coverage. For more information about this type of coverage, see your command career counselor.

Supplemental Survivor Benefits Plan

Supplemental SBP (SSBP) is a program, effective April 1, 1992, in which a retiree who is participating in basic SBP at the maximum level may purchase additional coverage to increase a surviving spouse's or former spouse's monthly benefit after age 62 from 35 percent of retired pay to 40 percent, 45 percent, 50 percent or 55 percent of retired pay. SSBP coverage is not automatic; it must be deliberately elected.

Premiums for SSBP coverage are based upon a



Photo by PH3 Sam Dallal

member's age on his or her birthday nearest to the date of retirement and are paid in addition to the basic SBP premium.

For example, a 40-year-old member with retired pay of $1,000 would pay a basic SBP premium of $65 per month. For each 5 percent level of SSBP coverage (referred to as an "SSBP unit"), the member would pay an additional $12.20 per month. For more information about SSBP coverage, see your command career counselor.

Supplemental SBP benefits are not subject to an offset due to a survivor's receipt of DIC. This is a very important factor to consider by a service member who is retiring due to a physical disability.

Open enrollment season

SBP has undergone more than 16 changes in its more than 20-year history. All changes have been improvements.

Participants' premiums are lower than they have ever been, and benefits are higher.

To permit adjustments by retirees who retired before these changes were made, Congress authorized all retirees to enroll in SBP and SSBP during a one-year open enrollment season between April 1, 1992, and March 31, 1993.

Sources of information on retirement, including your SBP coverage, can be found in the following Navy publications:

Navy Guide For Retired Personnel and Their Families, NAVPERS 15891 series. This should be made available to the member during pre-retirement processing.

Shift Colors. Members who do not receive an issue within a reasonable time after retirement (six months) should contact the Commanding Officer, Naval Reserve Personnel Center, Code 40, New Orleans, La. 70149, and request that their name be placed on the *Shift Colors* mailing list.

Retired Military Almanac. Mail all orders to: Uniformed Services Almanac, Inc., P.O. Box 4144, Falls Church, Va. 22044.

Other supplemental benefits

There are other benefits for surviving family members of deceased active-duty members and retirees. Among these are:

Civil Service Employment Preference. Certain Civil Service preference benefits are granted to unremarried widow(ers) in connection with examinations, ratings, appointments and reinstatement if they apply for a civil service position. Call or write any Civil Service employment office for details.

Fraternal organization benefits. Check with the nearest affiliate of any fraternal or professional organization in which the deceased held membership to learn of any insurance, burial or other benefits which may be paid.

GI loans. Unremarried widow(ers) of deceased military personnel may be eligible for GI Bill home loans, when death is service-connected. Contact the Department of Veterans Affairs for further details.

State benefits. Many states provide benefits to survivors of veterans such as educational assistance, civil service preference, tax and license fee exemptions and employment assistance.

Most of the states maintain veterans' agencies which supervise veteran and survivor benefits. The member's survivors should contact the veterans' agency in the state in which they intend to reside or the state in which the retired member last claimed residence.

Any nationally recognized veterans' organization will also assist in providing information about veteran and survivor benefits.

Service academy appointments. Each year a limited number of appointments to the service academies are reserved for the sons and daughters of military members who died of war injuries.

Inquiries should be sent to:

- Office of Candidate Guidance, U.S. Naval Academy, Annapolis, Md. 21402
- Registrar, U.S. Military Academy, West Point, N.Y. 10996
- Director of Admissions, U.S. Air Force Academy, Colorado Springs, Colo. 80840.

Mortgage guarantee. The mortgage guarantee provided as part of GI Bill loans does not pay off the mortgage upon the death of the homeowner. Those guarantees apply solely to the private lender who made the loan. The obligation to repay the loan falls to the deceased's estate and spouse. Only if the spouse defaults may the government pay the lender to the extent of the guarantee — but the government is then obligated to recover its loss from the family.

Tax Relief. The income of a member who dies of wounds, disease or injury sustained in a combat zone is exempt from federal income tax for the year in which death occurred.

Any tax liability outstanding against the member at time of death will be canceled or reduced. Refunds can be made if tax on such income has already been paid. Federal estate tax is not applicable in the settlement of estates of such combat veterans.⚓















ALL HANDS

MAGAZINE OF THE U.S. NAVY

September 1997



Yorktown: Smartest ship in the Navy

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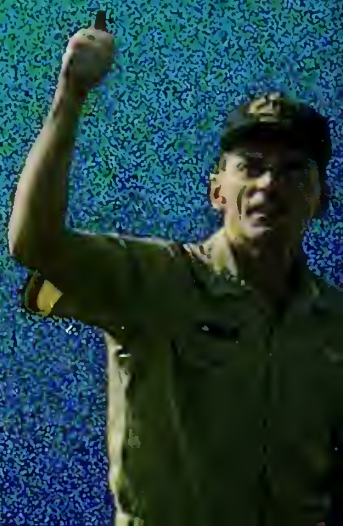
CNO embarks Navy's newest submarine

Chief of Naval Operations Admiral Jay L. Johnson got a first-hand underway look at the Navy's newest submarine *Seawolf* (SSN 21) during a day-long embark.

Referring to his "Four Stars" that will lead the Navy into the 21st Century – Operational Primacy, Leadership, Teamwork, and Pride – ADM Johnson left no doubt that *Seawolf* is a role model for the Navy of the future. "*Seawolf* embodies Operational Primacy because it's the best, most awesome submarine ever to put to sea," said ADM Johnson.







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ALL HANDS

September

Number 966



Page 10



Photo by PH3 Sam Dallal

Page 20

NAVY DEPT. SEP 11 1997 U.S. DEPOSITORY

Features

2 Humanitarian relief from A to Z
The Navy team provides relief around the globe, from Albania to Zaire.

6 Mountain Bee '97
Reserve Seabees with NMCB 17 test mobilization readiness in Colorado.

10 A home is where the heart is
The Navy's two retirement communities offer ports in the storm.

16 If the shoe fits ...
Whether you run around the world or around the block, read this first.

20 This is one smart ship
Yorktown uses fewer Sailors but ensures safety and enhances mission readiness.

28 Portland: The rose of the Pacific Northwest
Portland, Ore., hosts Navy ships during the annual Rose Festival.

32 Diversity is our strength
Sailors from different backgrounds build a solid Navy team.

34 Hispanic hero: Admiral David Farragut
The Navy's first full admiral was also the first Hispanic Admiral.

36 Sailors of the Year
Four of the fleet's finest Sailors discuss their keys to success.



Photo by JO2 Rodney Furry

Page 28

U OF F LIBRARY

Columns

40 Around the Fleet
46 Charthouse
48 Shipmates

On the Cover

GSE2(SW) Cleveland C. Daniels, a Chicago native, checks pump status on the Auxiliary Engineering Officer of the Watch Center in the Central Control Station aboard USS *Yorktown* (CG 48), the Navy's "Smart Ship." Photo by PH1 James Hampshire.

Inside Front Cover

Photos were taken from a video shot by JO2 Ron Flanders for Navy/Marine Corps News This Week. Digital composite done by PH1 James Hampshire and PH3 Sam Dallal.

Humanitarian Relief

Albania

'97



Photo By PH2 Bret Siegel

Liberia

'96



Photo By PHAN Richard W Williams





Photo by PH3 Nate Reulan

Sierra Leone

'97



Photo by LCPL John C. Gresham

Zaire

'97

From A to Z

Story by JO2 Chris Alves

Humanitarian missions are becoming more common for Navy ships. When disaster strikes, Navy ships are quick to respond, whether at home or abroad. But it's not just natural disasters they respond to — it's human ones as well. When a country is overthrown by militants and its people are in danger, ships like USS *Kearsarge* (LHD 3) come to the rescue — just like the cavalry in an old western movie.

This time, the cavalry came from the air in the form of helicopters from *Kearsarge* bearing Sailors, Marines and embarked elements of the 22nd Marine Expeditionary Unit. This mission, known as Operation *Noble Obelisk*, rescued 2,500 civilians from 40 different nations in Sierra Leone. Evacuees included more than 360 Americans in the week-long, noncombatant evacuation.



Photo by PH2 Wesley D. Cheney

▲ LCDR Cindy Potter cares for orphans rescued from Freetown, Sierra Leone.



Photo by PH2 Wesley D. Cheney

◄ USS *Kearsarge* (LHD 3) carries approximately 12 Combat Assault/ Cargo Helicopter Squadrons and four Super *Cobra* Attack Helicopter Squadrons.

"The reason I joined was to do something like this," said Lance Cpl. Michael Hochard, a cannoneer with Co. A, 1/10. "I knew the Marine Corps was the 911 force and what it could do. We get people to safety. It's what we've been doing for the last few years."

Seaman Radioman Daniel Smith of St. Charles, Ill., echoed that sentiment. "It felt very exciting to help more than 2,500 people. We helped change the world.".

U.S. forces didn't just start changing the world with this humanitarian effort — the missions have been going on for years.

In the days of the Cold War, humanitarian assignments were less common. The U.S. Navy's main concern was to produce a ready force poised to fight our then-communist enemy, the Soviet Union.

During the past six years, Navy ships have conducted numerous humanitarian missions in the countries of Bosnia-Herzegovina, Cuba, Liberia, Somalia, Haiti, Rwanda and Kenya. These operations provided humanitarian support, noncombatant evacuations, relief efforts and in the instance of



Photo by PH2 Gilbert K. Dobison

ABF2 Racey C. Swing comforts an infant evacuee.

Worldwide Humanitarian Operations

May 1997	Sierra Leone	Operation *Noble Obelisk*
March 1997	Albania	Operation *Silver Wake*
September 1996	Turkey	Operation *Pacific Haven*
April 1996	Liberia	Operation *Assured Response*
September 1994	Haiti	Operation *Uphold Democracy*
		Operation *Distant Haven*
		Operation *Restore Democracy*
July 1994	Rwanda	Operation *Support Hope*
October 1993	Haiti	Operation *Support Democracy*
September 1993	Haiti	Operation *Able Manner*
May 1993	Somalia	Operation *Continue Hope*
December 1992	Somalia	Operation *Restore Hope*
August 1992	Kenya	Operation *Provide Relief*
July 1992	Bosnia-Herzegovina	Operation *Provide Promise*
May 1992	Sierra Leone	Noncombatant Evacuation Operation
February 1992	Former Soviet Union	Operation *Provide Hope*
October 1991	Cuba	Guantanamo
September 1991	Zaire	Operation *Quick Lift*
May 1991	Bangladesh	Operation *Sea Angel*
March 1991	Iraq	Operation *Provide Comfort*
January 1991	Somalia	Operation *Eastern Exit*
April 1990	Liberia	Operation *Sharp Edge*



Photo by PH3 Nate Reuland

American evacuees from Freetown, Sierra Leone are escorted on board USS *Kearsarge* (LHD 3), 20 miles off the West African coast.



Photo by PHAA Jason Jacobowitz

Evacuees from Sierra Leone crowd the hangar of USS Kearsarge while in-processing.

Haiti, restored democracy and rebuilt that nation. For many people in these countries, the sight of Navy and Marine Corps personnel was a beacon from the sea.

"I can see more missions in the future," said Seaman Lithographer Mark Gerwig, of Fort Lauderdale, Fla. "Especially with military coups being all in Africa this summer."

"I see our military as the backbone of the world."

– YN2 Timothy Stickrod

Photographer's Mate 3rd Class Nate Reuland, of Clemson, S.C., said, "I definitely see humanitarian missions increasing. Missions like Somalia have made our leaders more cautious. It's more cost effective and safer to just evacuate noncombatants and leave foreign countries to settle their own internal problems. It's hard to find fault in the rescue of helpless people."

Operation *Noble Obelisk* gave Sailors and Marines the chance to do what they do best. "I felt that I was finally doing what the Marine Corps trained me to do," said Lance Cpl. Scott Shinn, a native of College Station, Texas. Fellow crew member Lance Cpl. Robert Goings, of Tampa, Fla., agreed saying, "My training in the Marine Corps showed just how real things can get."

"It was very gratifying to know that I did something to help thousands of people," said *Kearsarge* crew member Aerographer's Mate 3rd Class Aaron Spratt, an Anderson, Ind., native.

"With increased tensions around the world, I see the United States military called upon more often to do missions similar to the one in Sierra Leone," said Yeoman 2nd Class Timothy A. Stickrod of New Carlisle, Ohio. "I see our military as the backbone of the world."

Alves is a photojournalist for All Hands.



BU2 Michael Warren of Monument, Colo., stands at the live-fire range of Fort Carson, Colo., with an M-16 rifle and grenade launcher. In-field weapons training was an important part of the annual Reserve Force exercise *Mountain Bee '97*.



Story by JO2 Jason Thompson
Photos by PH2(NAC) Jeffrey S. Viano

They're not what you'd call typical Sailors. At sunrise they slip into steel-toed combat boots and "cammies" instead of bell-bottomed dungarees and command ball caps.

Instead of Tomahawk cruise missiles and 20mm Phalanx systems, their weapons of choice are M-60 machine guns and Mk-19 grenade launchers.

They sleep on cots, not racks.

But don't confuse them with soldiers. They're Navy Seabees.

About 400 Reserve Seabees from five western states converged on the hilly terrain outside Colorado Springs, Colo., for Mountain Bee '97. The annual Naval Reserve Force exercise puts Naval Mobile Construction 17's mobilization readiness to the test. Months of intense training were packed into a harrowing four-day drill weekend.

One Sailor called Mountain Bee '97 the most exhilarating 96 hours of the summer: "You name it, we did it!" Explosive Ordnanceman 2nd Class David J. McElroy of Tucson, Ariz., said. "We jumped out of helos, fought our way out of an ambush, even rescued victims in a simulated barracks bombing. Not bad for a weekend."

"It was the best hands-on training I've ever had," added Utilitiesman 2nd Class Marc Lynn, also from Tucson. "It's the kind of instruction you can't get from a book or off a chalkboard."

Just because the men and women of NMCB 17 wake up to the sound of crickets chirping instead of the waves crashing against the ship's hull, doesn't mean they're not Sailors. It means they're Navy Seabees. ⚓

Thompson is a photojournalist assigned to All Hands. *Viano is a photographer assigned to Pacific Combat Camera Group, San Diego.*



Seabees attached to NMCB 17 prepare to carry an "injured" shipmate to an Army medevac helicopter.



NMCB 17's BU3 Jeff Peters of Grand Junction, Colo., and EO3 John Kirkwood of Littleton, Colo., learn mortar tactics from Army Sergeant 1st Class Jeff Keers. U.S. Army 10th Special Forces provided training and exercise support throughout the exercise.



Photo by PH2 Kirk Cantiberos

EO3 Steve Gonos of Mesa, Ariz., awaits an enemy attack during the all-day training evolution conducted at Fort Carson, Colo.

EO3 Charles Riccomini of Tempe, Ariz., stands muster after a tiring combat assault exercise as part of *Mountain Bee* '97.

Home Sweet Home

Story by Patricia Oladeinde



Photo by John Marshall

Tucked away in the heart of the Nation's capital is the U.S. Soldiers' and Airmen's Home (USSAH). Further down South, nestled on 36 acres fronting the Gulf of Mexico in Gulfport, Miss., is the U.S. Naval Home (USNH).

Steeped in world history and military traditions, these homes were established in the mid-1800s as places of respite for old and disabled Soldiers and Sailors. They have evolved from retreats of security to retirement communities that offer a secure, comfortable life-style filled with activity.

The stately buildings, located on park-like settings, are testaments of their times, but so too are the people who live there.

"These homes are filled with service men and women who survived the Bataan Death March, the Battle of the Bulge and Pearl Harbor. There are residents who landed at Normandy on D-Day, those who freed Nazi-run concentration camps as well as veterans of World War I, the Korean War, the Vietnam War and every other conflict the United States has faced," said Larry Weappa, deputy director of the Naval Home in Gulfport. "The freedoms we enjoy today are based in part on our residents' sacrifices. We owe them a lot and helping provide a home is the least we can do," said the Wadena, Minn., native.

The USNH and the USSAH have operated under separate legislation, undergoing many changes. One of the biggest changes came as a result of the Defense Authorization Act, Public Law 101-510 which took effect 1991.

This new law established the Armed Forces Retirement Homes (AFRH) which combined the USSAH and the USNH under the same administrative umbrella. Regulations such as resident eligibility user fees, operating funds, oversight, etc., are standardized in both homes.

The mission of the AFRH is to provide continuous care and service in a retirement community for retired and former members of the armed forces; and to provide the highest quality of residential, social and health services to its residents.

◄ Life goes on for resident Dorothy Kandziora with escort Retired Chief Storekeeper Tim Miller as they enjoy the annual Mardi Gras festivities in Gulfport, Miss.



Photo by JOCS Cary J. Casola

▲ Naval Home Gulfport is a place where people care for special people.

"One of the Navy's biggest selling points in May of 1936, was the promise to take care of me when I couldn't take care of myself," said Odell Williams, retired Chief (Permanent Appointment) and resident of the Navy Home in Gulfport. "I just got to tell it like it is. I'm lucky to be alive to get to use this. It feels good not to worry about bills for once. And the young people ought to remember we did more than praise the Lord and pass the ammo, we served our country. Some even sacrificed the ultimate – their life," said the Apple Valley, Calif., native.

Retired Chief Interior Communications Electrician Ray Colvard and SFC-6 Catherine Bowie, residents of the Washington, D.C.-based home, remember sacrificing 25 cents for "something" when they enlisted in the military forces. That 25 cents, now 50 cents, is called the Naval Home Assessment. It is used along with fines and forfeitures from military disciplinary actions, interest earned on the trust, and a 25 percent user fee paid by each resident on all federal annuities, including

▼John Klimcza spends a lot of time finetuning his ceramics. It's part of his relaxation and fun at the home in Washington, D.C.



Photo by PH3 Sam Dallal



Photo by JOCS Cary Casola

homes (See chart on Page 14).

"The amount Sailors contribute today is infinitesimal," said Colvard, comparing the meager $7 or so he and Bowie were paid monthly, to the hundreds Sailors are paid today.

"I knew I was paying this money and I also knew in the long run, that if the deduction didn't help me, it would help someone," said Bowie, an Army veteran of 22 years. "If the military family doesn't support the homes, who will?"

"Education is the answer. If service members get the opportunity to see where and what their 50 cents is paying for, then there wouldn't be half the complaints," said Ray Harvey, a retired Marine Sgt. Maj. from Tylertown, Miss., who lives in the Gulfport residence. "The services need to do a better job of educating their troops on where the deductions are going and let them come visit and see for themselves; and if they're lucky they may never have to use it.

Lois Hogan, a former Intercontinental Ballistic Missile Cryptologist with the Navy tries to educate anyone she comes in contact with about the Navy Home in Gulfport. She's proud to show off her extended family and their accomplishments.



Photo by JOCS Cary Casola

▲ Ninety-eight-year-old David Spiro still plays reveille every morning at the Naval Home in Gulfport.

"Some of us have outlived our natural families and feel this home is a blessing," Hogan said. "We all have something in common. We've all been there. This home offers so much camaraderie. But the best part is, I've never [met] so many men in my life – 500 at least," the Union City, Tenn., native said, with a smile. "The best thing I like about the home is the ballroom dancing."

Retired Chief Aviation Storekeeper Martha Paschal agreed with the dancing, but said, "This place slowed me down. I was out there on the fast track.





Photo by PH3 Sam Dallal

➤ Shooting the breeze with young Sailors and fishing at the local lakes are just some of the activities veterans from the Gulfport, Miss., and Washington, D.C., homes enjoy.

slowed me down. I was out there on the fast track. At 84 I guess I could pace myself more," said the 1942 WAVE who served 20 years.

Kicking up a heel or two is just one of the activities these cities within cities offer. If residents just want to kick back and relax, there are the lounges – complete with wide-screen TVs, libraries or gardens. The homes also have banks, post offices, chapels, gymnasiums, hobby shops and bowling alleys for the residents' pleasure. USSAH has fishing lakes, and a nine-hole golf course, while Gulfport's home boasts a modest swimming pool and a beach front within walking distance. Trips to outside attractions and catered social events are sponsored at both facilities.

If residents are feeling a bit under the weather, don't worry. The health care services range from community nursing and assisted living for those in the dormitories, to primary, intermediate and skilled care. Then there's the licensed specialists in dentistry, optometry, podiatry, mental health, internal medicine as well physical therapists and speech-language pathologists, all on hand to take care of medical needs. When these servicemembers were recruited, the Armed Forces promised to provide health care to service members in their declining years. And for the most part, it has followed through.

"There are just some things money can't buy," said Robert McDonald a New London, Iowa, native, who spent many years in the Army and Navy. "It's a great feeling to know you don't have to worry about cooking the three meals you get. You can relax in your private bunk for as long as you want and you don't have to get up and punch a time clock. That's a feeling money can't buy," said the veteran who boasts about his government paid tour of the South Pacific.

The residents at these homes come from different walks of life, from nearly every state in the union and have lived in virtually all corners of the world. They represent all branches of service, only in different uniforms. Somehow they remain communities of friendship and compatibility made possible by their common background of selfless service to our country. They all gave part of their lives in support of freedom, and they have all earned the right to live out their lives in dignity. ⚓

Oladeinde is a writer for All Hands.

Residents pay no entrance deposit, downpayment or application fee. Once admitted, they currently pay a monthly fee of 25 percent of all federal annuities, which includes military and/or civil service retirement, social security and VA compensation.

Congress recently mandated an increase in the resident fees to begin in October 1997. According to the law, "The fee shall be fixed as a percentage of the monthly income and monthly payments (including Federal payments) received by a resident ..." The fee increase schedule is as follows:

From Oct. 1, 1997, through Sept. 30, 1998, residents will pay 30 percent of all income. Those residents living in long-term care will pay 40 percent of all income.

From Oct. 1, 1998, through Sept. 30, 1999, residents will pay 35 percent of all income. Those residents living in long-term care will pay 55 percent of all income.

From Oct. 1, 1999, through Sept. 30, 2000, residents will pay 40 percent of all income. Those residents living in long-term care will pay 65 percent of all income.

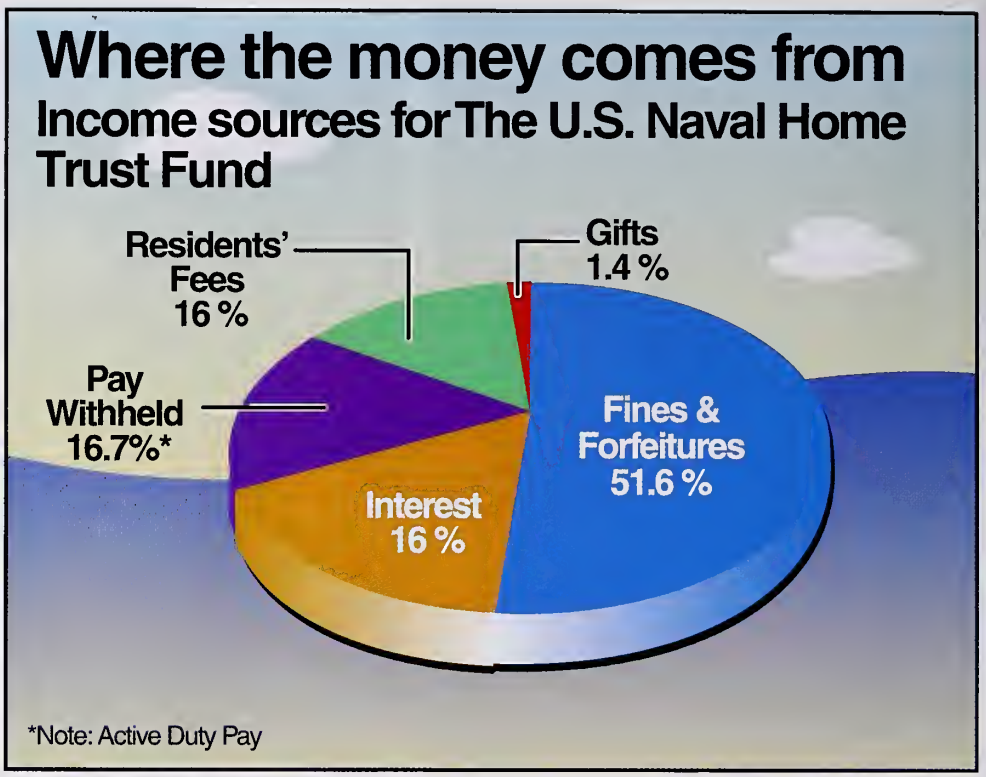
The "floor" or minimum monthly income retained by all residents is $150. The "cap" or maximum monthly fee to be paid by residents in the dormitory area (independent and assisted living) is $1,500. The "cap" or maximum monthly fee for residents permanently assigned to long-term care is $2,500.

Decisions concerning residents whose retired pay is affected by the Former Spouse Protection Act and or court-ordered alimony and individuals who have no income will be made on a case-by-case basis. Tax deductible investment income, income earned while employed by the Homes, the cost of Medicare Part B and one supplemental insurance policy will not be calculated as income. ⚓

For more information about the Naval Home, Gulfport, Miss., call 1-800-332-3527. For information on the U.S. Soldiers' and Airmens' home, Washington, D.C. call 1-800-422-9988



Photo by PH3 Sam Dallal



Source: U.S. Naval Home

By JO2 Ray Sarracino, USNR



Photo by JOCS Cary J. Casola

Allan "Tugboat" Gordon, a former submariner, says he now works for a cat.

Old Salt is the cat's meow

Purrrrfect Combination

Story by Patricia Oladeinde

After 22 years of service, Allan "Tugboat" Gordon, a retired Navy Chief Engineman continues his duty to the nation by pawing through thousands of pieces of mail for his most famous client "Socks," the feline celebrity that rules the perch at the White House.

The U.S. Soldiers' and Airmen's Home has served as the volunteer-run White House Auxiliary Mail Room since March 1993, when Gordon was catapulted into his self-proclaimed position, affectionately known as the Secretary to Socks.

According to William Woods, the retired Army Sergeant 1st Class who heads the mail room's "complaint department," the system has logged more than 1.6 million pieces of mail.



Photo courtesy of the White House

Socks is the White House First Cat.

"To this day, Socks gets more mail than I've ever received," said Gordon, as he practiced his cat's meow and showed off the hundreds of cat letters and photos that cat lovers have sent Socks. "And we answer every single piece of mail. She's received more proposals than most people I know," he said.

A favorite letter he recites was written by a fan in Colorado:

"Dear Socks,

Come to Colorado and I'll take you mouse hunting."

Gordon chuckled.

Gordon takes his job very seriously and has nothing but high praise for it - except of course, when he's on the prowl for a catnap. ⚓

Oladeinde is a writer for All Hands.

If the shoe fits ... think before you wear it

Story and photos by JO3 Raina Williams

You've decided to participate in an upcoming marathon in your area. Whether it is the Boston Marathon or a local charity race, you're eager to start training. Do you have the proper running shoes?

If you don't take time to do a little research to select the proper shoes, long-term physical problems could result. "Wearing poor running shoes can cause arthritis, muscle fatigue and shin splints," said LT Jeffrey Johnson, a National Naval Medical Center staff podiatrist. Choosing the right running shoe takes a simple scientific approach.

The first step is to find out what type of arch you have. Take a look at your bare feet to see if you can tell whether you have normal, flat or high-arched feet.



If you want to determine this scientifically, try the Wet Test. Dunk your foot in water, then stand on any surface that will leave a footprint. Look at the impression. You should be able to tell which foot type you have: normal, flat or high-arched.

Normal arched feet have a slight arch and leave an imprint with a curve that shows the forefoot and heel connected by a wide band. Most flat feet have a low arch and leave an almost complete imprint that looks much like the whole sole of the foot. On the other "foot," the high-arched foot leaves a very thin imprint that joins the forefoot and the heel.

Now that you know your foot type, you're ready for a trip to the athletic shoe store.

"The best place to get running shoes is at an athletic specialty store," said Johnson, who is also an avid marathon runner. "Choose a place that is knowledgeable about runners' shoes." According to Johnson, if you mention the word "pronate" and the salesperson doesn't have a clue – find another store.

At the right store, you'll be able to find the perfect shoe for your foot type. You'll find semicurved, curved and straight soled shoes. Some running shoes are made to help correct pronation, the way your foot rolls inward.

A normal foot lands on the outside of the heel then rolls in slightly. A flat foot pronates excessively because the sole of the foot doesn't role gradually inward; it just hits the deck all at once. Whereas, a high-arched foot doesn't roll in enough.

"Most people pronate normally," explained Johnson, an Ironwood, Mich., native. "And most shoes are made for them." The podiatrist said manufacturers make more running shoes for pronators because most people have feet that roll exces-





◄ Semi-curved running shoes are suited for runners with high arches.

sively from side to side, not enough or not at all.

"The normal foot," said Johnson, "needs a semi-curved shoe because the foot doesn't curve enough." Johnson said the flat foot with its low arch requires a straight or semicurved sole, and the high arched foot needs an exaggerated curve.

With so many running shoes available, there's bound to be a pair you like that meets your needs. According to Johnson, you don't have to spend lots of money on running shoes; it all depends on your needs.

You should also consider your past experience with shoes, current problems, environmental factors (where you'll be running) and whether or not you'll be running or racing. Johnson also suggests you check out a runner's magazine or join a running club before you jump into the sport. With the right running shoes, you may have an edge over the next runner beside you in your next marathon. ⚓

Williams is a photojournalist assigned to All Hands.

Simplified Guide to Shoes

Flat Arch Needs lots of support. Stable shoe needed with good rear foot control.
High Arch Needs more shock absorption. Better with a narrower heel.
Normal Foot Whatever you've been doing, keep doing it. Probably best with a combination of control and shock absorption







MARATHON CALENDAR



January

Walt Disney World Marathon Orlando, Fla. P.O. Box 10000, Lake Buena Vista, FL 32830; (407) 939-7810

Mardi Gras New Orleans, LA NOTC, P.O. Box 52003, 70152; (504) 482-6682

San Diego Carlsbad, Calif. In Motion, 511 S. Cedros Ave., Suite B, Solana Beach, CA 92075; (800) 994-6668

February

Blue Angel Marathon Pensacola, Fla., c/o MWR, 190 Radford Blvd., NAS Pensacola, FL 32508; (904) 452-4391.

Washington's Birthday Greenbelt, Md., P.O. Box 1352, Arlington, VA 22210; (301) 839-7957 or (703) 241-0395



▲ YNCS (AW) Larry Scott assigned to the Naval and Marine Corps Reserve Center and HM2 (AW/FMF) Mike Langley attached to the National Naval Medical Center wait for their marathon to begin.

March

Los Angeles Marathon 11110 W. Ohio Ave., Suite 100, Los Angeles, CA 90025; (310) 444-5544

Shamrock Virginia Beach, Va. Shamrock Sportsfest, 2308 Maple St., Virginia Beach, VA 23451; (757) 481-5090

Maui VIRR, P.O. Box 330099, Kahului, HI 96733; (808) 871-6441

April

Camp Lejeune N.C. MWR, Attn. MSAD-Race, 1401 West Rd., Camp Lejeune, NC 28547; (910) 451-1799

Boston Marathon Hopkinton, Mass. B.A.A. , P.O. Box 1997, Hopkinton, MA 01748; (508) 435-6905

May

Capital City Olympia, Wash., P.O. Box 1681; 98507; (415) 868-1829

June

Palos Verdes Calif. W2 Promotions, 1666 Ashland Ave., Palos Verdes, CA 90405; (310) 828-4123

July

San Francisco Marathon P.O. Box 77148, San Francisco, CA 94107; (800) 722-3466

Kilauea Volcano Hawaii National Park, Hawaii. Basil Takeda, HCR2 Box 9595, Keaau, HI 96749; Tel. and Fax: (808) 982-7783

August

Kona Kailua-Kona, Hawaii. Jim Lovell, 73-4158 Kaala Pl., Kailua-Kona, HI 96740; (808) 325-0287

September

Orcas Island Trail Eastsound, Wash. Enviro-Sports, P.O. Box 1040, Stinson Beach, CA 94970; (415) 868-1829



October

Chicago Marathon P.O. Box 10597, Chicago, IL 60610; (312) 243-0003 or (888) 243-3344

Richmond Dewayne Davis, Richmond Times/Dispatch Marathon, P.O. Box 85333, Richmond, VA 23293; (804) 649-6783

Baton Rouge Beach Jeff Ravlin, 13380 Greenview Ave., Baton Rouge, LA 70816; (504) 275-1576

Marine Corps Marathon Washington, D.C. , P.O. Box 188, Quantico, VA 22134; (703) 784-2225 or (800) 786-8762

November

New York City Marathon P.O. Box 1388, G.P.O. New York, NY 10116; (212) 423-2249

Philadelphia Joe Callan, Memorial Hall, P.O. Box 21601, Philadelphia, PA 19131; (215) 685-0054

Atlanta Atlanta Track Club, 3097 E. Shadowlawn Ave., Atlanta, Ga. 30305; (404) 231-9065

Mississippi Beach Ocean Springs, Miss. Gulf Coast Running Club, P.o. Drawer 3569, Gulfport, MS 39505; (601) 875-6855

Seattle Rick Johnston, P.O. Box 31849, Seattle, WA 98103; (206) 821-6474

December

Memphis Kim Cherry, First Tennessee Memphis Marathon, P.O. Box 84, Memphis, TN 38101; (901) 523-4726

Honolulu Honolulu Marathon Assoc., 3435 Wailae Ave., #208, Honolulu, HI 96816; (808) 734-7200

Jacksonville Florida 1st Place Sports, 3853 Baymeadows Rd., Jacksonville, FL 32217; (904) 739-1917

USS Yorktown

Smart Ship

Story by JO1 Ron Schafer
Photos by PH3 Sam Dallal



Steaming through the Gulf of Mexico toward Roosevelt Roads, Puerto Rico, the bridge aboard USS *Yorktown* (CG 48) is quiet. The officer-of-the-deck and the quartermaster-of-the-watch diligently stand their watches, responsible for the safe transit of the ship, maintaining course and speed and acting as the primary lookouts, identifying targets that lie ahead. It's just the two of them.

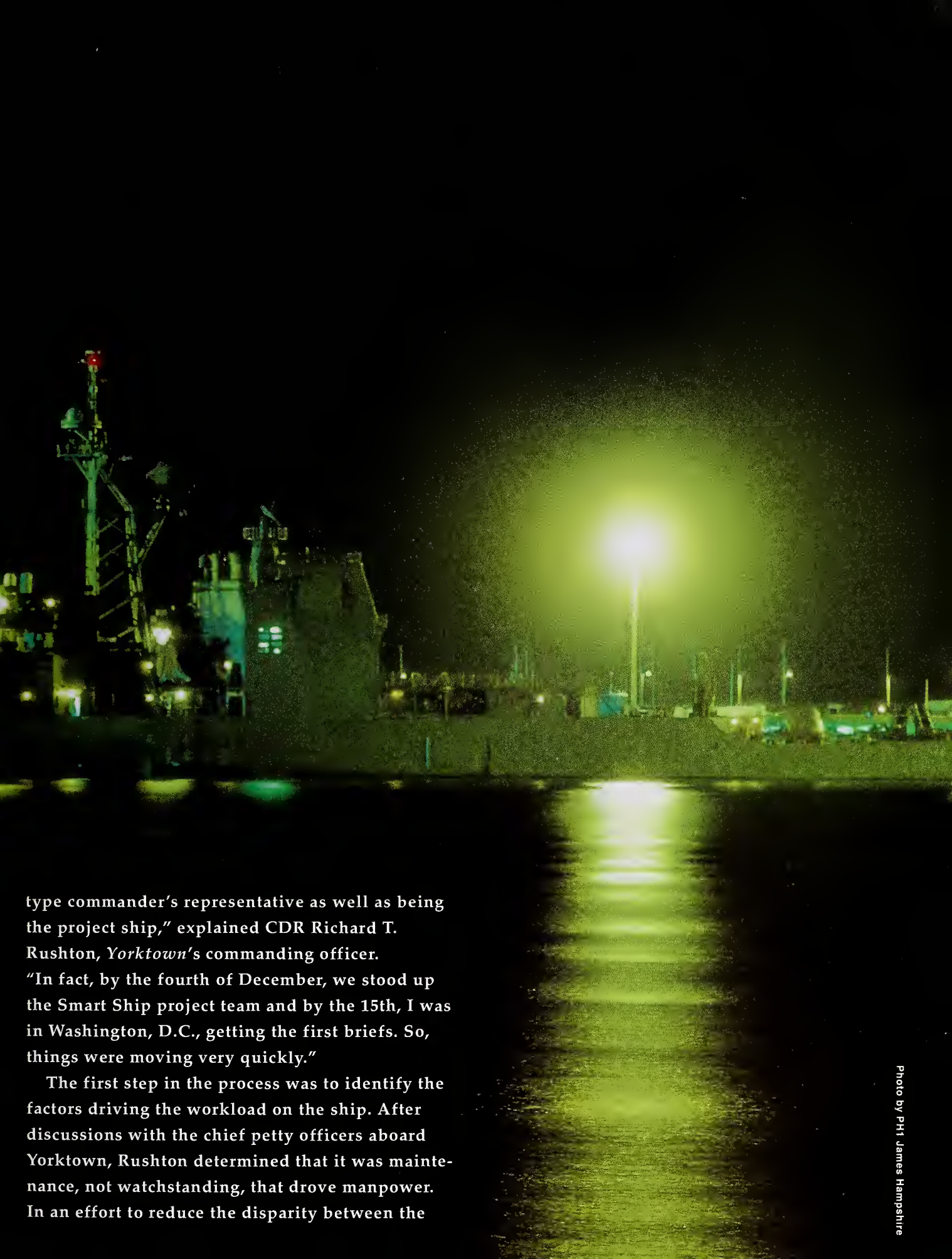
Meanwhile, in the Combat Information Center, 13 Sailors stand watch at a station traditionally manned by almost twice that number.

Down in the Ship's Store, a Sailor purchases a new set of dungarees and a tube of toothpaste without so much as a nickel changing hands.

Impossible? Not hardly. In fact, it has become reality aboard the Navy's Smart Ship.

Initiated under the guidance of former Chief of Naval Operations Admiral Jeremy M. Boorda, the Smart Ship concept was designed to explore the possibility of saving money aboard Navy vessels by reducing manpower while maintaining safety and enhancing mission readiness. On Dec. 1, 1995, *Yorktown* was selected as the platform that would attempt to make the idea work.

"*Yorktown* got involved right up front as the



type commander's representative as well as being the project ship," explained CDR Richard T. Rushton, *Yorktown*'s commanding officer. "In fact, by the fourth of December, we stood up the Smart Ship project team and by the 15th, I was in Washington, D.C., getting the first briefs. So, things were moving very quickly."

The first step in the process was to identify the factors driving the workload on the ship. After discussions with the chief petty officers aboard Yorktown, Rushton determined that it was maintenance, not watchstanding, that drove manpower. In an effort to reduce the disparity between the

Photo by PH1 James Hampshire



➤ Although the Smart Ship crew has reduced manning, damage control is still a part of daily life aboard *Yorktown*.

two, *Yorktown* began to look at their watch bill and came to some startling conclusions.

According to Rushton, they realized that Yorktown was built with a great deal of technology that wasn't being used. For example, the engine rooms were originally built to be unmanned.

Because the *Spruance*-class destroyers of the 1970s experienced early problems with sensors and conductivity Sailors went to work in the engineering spaces to deal with sensors and systems that commanders didn't trust.

By the time *Yorktown* was commissioned in 1983, many of those systems had been improved, but the idea of manning those spaces had never been challenged. *Yorktown* accepted that challenge.

By unmanning the engine room, using rovers and consolidating other watches, the engineering watchbill was reduced from 11 people to seven.

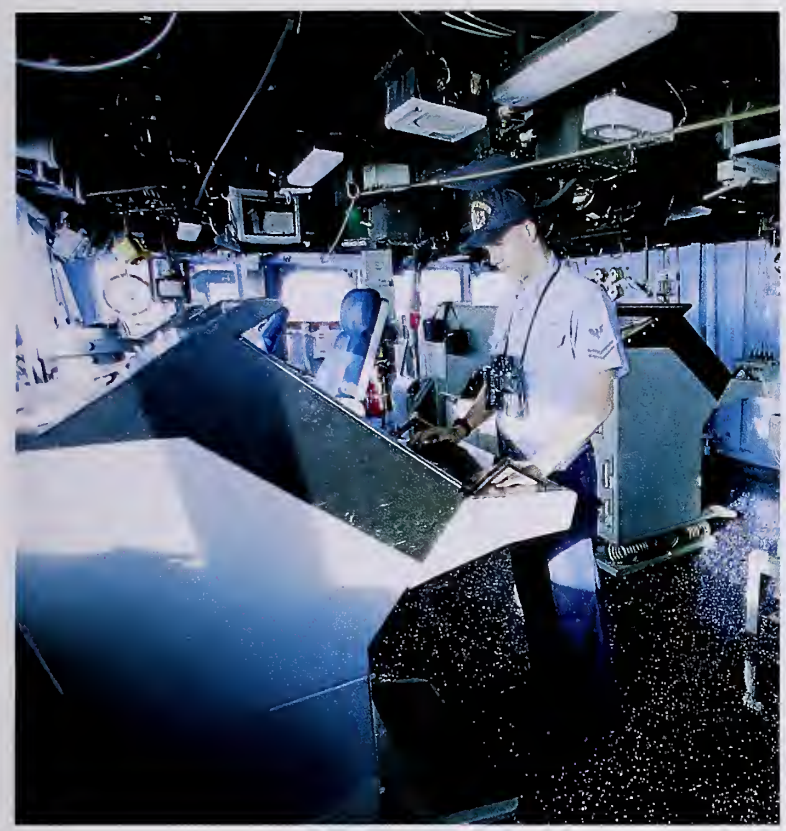
Next, they looked at the bridge and a question arose: How many times does the lookout see a contact before the signalman or the officer-of-the-deck? Not too often. Why?

"Is it because our lookouts are all bad people?" Rushton asked. "No. It's because the lookout watch is the most boring watch in the United States Navy. You spend 85 percent of your time looking at open ocean and it's not something that motivates a young Sailor. So we decided that we could do away with lookouts and transfer those tasks to others on the bridge."

Eliminating the lookouts and reevaluating other bridge duties, *Yorktown* went to a four-man bridge watch, from a nine-man watch using technology that already existed on the ship. They eliminated the helmsman and went on auto pilot whenever possible. They also eliminated the messenger of the watch and the junior officer-of-the-deck.

In the Combat Information Center (CIC), the ship was at an advantage. Due in large part to new technology available with the *Aegis* Weapons System, *Yorktown* was able to whittle the number of personnel in CIC from 22 to 13.

Finally, the issue of damage control raised its head. Aboard an *Aegis* cruiser, a Condition 1 watchbill has 124 individuals dedicated to the damage



➤ The bridge, once manned by a crew of 10 to 13 Sailors, now needs only two to three people.

control organization. As the face of warfare changes into the 21st century, the Navy has become involved in littoral warfare calling for short periods of high intensity. A ship may not have time to get to a traditional general quarters posture to fight, it needs to be ready to react immediately. So if general quarters won't be used in battle what will it be used for?

Yorktown determined that while general quarters was an effective tool against major casualties and large battle damage problems, it just wasn't necessary to combat the lesser order emergencies such as Class Alpha fires or small contained fires. They also found that almost half of the existing organization was dedicated to command and control including phone talkers, messengers, and plotters. On that basis, *Yorktown* retooled the entire damage control organization and the idea of "core and flex" teams was born.

A "core" watch team was established with a set of fundamental capabilities to operate the ship. Wrapped around that is a matrix organization of narrow-mission "flex" teams that are mobilized as needed to deal with missions that are typically found in a littoral warfare environment. A damage control organization was added as a sub-matrix to streamline the ship's damage control efforts, to deal with a particular casualty.

Today, USS *Yorktown*, with its new technology onboard, uses only a 26-man core watch to operate the ship underway- maintaining routine ship's operations, command, control, and communications, quick reaction self defense and initial responses to emergencies and casualties.

According to Rushton, the basic difference between the traditional watch organization and the core/flex concept is that, philosophically, instead of being manned to react, a ship will flex to react. Therefore, without watchstanders standing their watches waiting for something to happen, they are able to become part of the day-worker force. Rushton said that working during the day dramatically improves the quality of life for Sailors. They are apt to do a better job during the day and they have better supervision.

"Most importantly, when something is liable to occur that you don't want to happen, like a casualty, it's not normally when equipment is steadily steaming," Rushton explained. "It's when you're lighting it off or securing it or doing something different with it. That usually happens on the back watches when people tend to be less attentive, they have less supervision and the chances for a casualty are higher because of the pure nature of what you're doing. Bring all of that to the day-worker force and you find that you have much more control of the



➤ Touch screens make ship operations easier.



➤ GSM2 Shane K. Hightower, a Fort Pierce, Fla., native, performs damage control training.

routine things you do and you take them out of the watchbill."

Admittedly, damage control was the primary concern. Soliciting fleet input, *Yorktown* came up with a plan that revolves around an eight-man rapid response team and an isolation team. They act as damage control triage experts or, what Rushton calls "the SEAL team of fire fighting."

While the ship is underway, 24 hours-a-day, the firefighting team wears fire fighter coveralls, a light attack tool belt and a radio. In the event of a casualty, the rapid response team members immediately don a self-contained breathing apparatus (SCBA) and survey the scene to determine whether or not they can deal with the problem using fire-fighting equipment already in the area. More often than not, they can.

The isolation team serves as a back-up unit to isolate any space on the ship and act as boundary men in smaller fires. The true asset to these teams is that they are comprised of a variety of ratings — ETs, FCs, ICs, HTs — systems experts already embedded in 10-man teams led by a chief petty officer who is a systems level technician.

The Central Control Station is manned by an incident commander and one plotter. Communications are streamlined by using a multi-channel Hydra radio which allows the on-scene leader to communicate directly with the incident commander in CCS, eliminating the need for messengers and phone talkers.



▲ Smart Cards do away with the need for money on *Yorktown*.

Also incorporated into the plan were three heavy attack teams made up of 14 to 16 men each. Outfitted with heavy fire-fighting equipment, each team has an expertise but are capable of performing the functions of the each other. Attack Team Alpha is the Primary Fire Fighting team. Bravo and Charlie are also trained to fight fires but are primarily responsible for flooding overhaul and flight deck casualties, respectively.

The result is a structure made up of 64 men, almost half of the traditional *Aegis* cruiser damage control force.

In the event of battle damage or a main space fire, the entire ship goes to a damage control posture called damage control quarters. Like general quarters, every Sailor on the ship is accounted for. Instead of sending the crew to weapons stations that force them break fire and flooding boundaries, Sailors muster on the forecastle or the flight deck depending on their assigned berthing space. They are then separated into three groups —

general damage control, advanced damage control, and electrical ratings — and are used to augment the three attack/overhaul teams.

Drastic changes in manpower were further enhanced with the installation of a variety of technology aboard *Yorktown*. Outfitted with a fiber optic local area network (LAN), the ship's computer systems can be accessed from 15 different locations on the ship, providing real-time information on everything from current course and speed to how much time remains on a fire-fighter's SCBA.

The integrated bridge system (IBS) improves situational awareness on the bridge in low visibility, anchoring and swept channel operations. Its voyage management system updates fixes every 15 seconds and can plan or change voyages in minutes. A CD-ROM chart inventory is fully accessible on the LAN and with full ship control functional on the LAN, the ship can be driven from virtually anywhere.

The integrated condition assessment system (ICAS) allows the bridge and CIC to monitor the engineering plant remotely. It also deletes paper logs including the engineering log, bell log, evaporator log and several others. ICAS provides trend analysis on command and real-time casualty and fuel consumption analysis.

More reliable than its predecessor, the standard machinery control system (SMCS) for engineering controls gives the watchstander improved on-line monitoring of plant parameters, troubleshooting data and total engine control segregation with no calibration required. SMCS also improves training by imposing realistic symptoms and indications remotely, simultaneous and cascading casualties, and can stimulate actual system alarms and displays.

Finally, the damage control system (DCS) has main space fire doctrine actions integral to the system. DC central functionality is LAN wide and fire pumps can be operated from any DCS console. It can track OBA/SCBA times and DCS information is real time and is shared by all stations.

▼ With a reduced crew, line handlers are three to a line instead of eight.



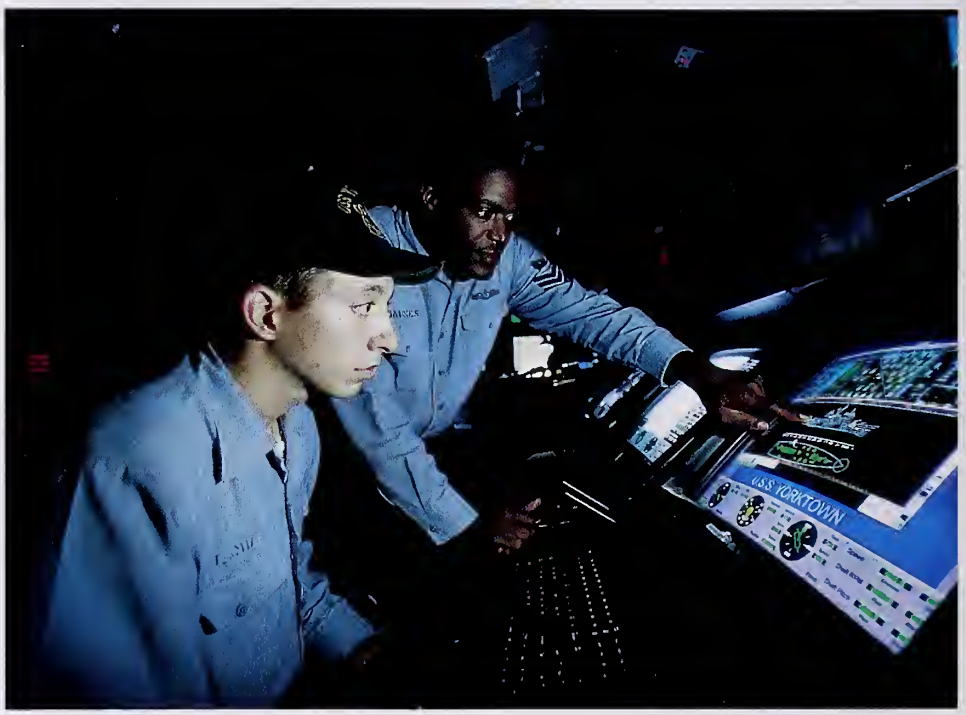
Communication, as with anything, pulls it all together. The Hydra radio forms the backbone of the Smart Ship's communications. It is extremely reliable, assures continuous mobile watchstander continuity, streamlines communication paths and provides improved situational awareness through multi-station monitoring.

Another initiative aboard *Yorktown* is the move to a cashless ship. Crew members are issued ATM-like cards that provide each Sailor with a personal account that can be used at the ship's store or at vending machines instead of cash. Purchase amounts are automatically deducted from the account and Sailors add to their account by depositing their own cash in an ATM designed especially for the card. The easy-to-audit system eliminates the need for coins, reduces money counting and eases collection from vending machines without error, eliminating another two billets. In addition, no crew members have reported having money stolen since the system has been in place.

Reducing the watchbill has done more than just increase maintenance-driven manpower on the ship. It has forced *Yorktown* Sailors to train and qualify more intensely than ever.

"The key is training," said Rushton. "We can no longer carry training as a collateral duty on the backs of our chiefs and division officers. You have to invest in training to make this work. When we took those billets away, I kept 18 billets and applied them directly to training. It is key to whatever you do." When they check aboard, Sailors immediately enter an indoctrination division until they qualify in a variety of areas including general damage control, 3-M nonsupervisor, damage control petty officer, rights and responsibilities. A Sailor must be significantly progressing toward qualifying for his or her first inport watch. For Sailors coming from basic training or "A" school, the process lasts from four to six weeks. Sailors with prior experience at sea obviously require less time.

From there, they enter the day-worker force, stand under-instruction watches and eventually begin to rotate between various core and flex teams. The rotation is used to help Sailors maintain and develop skills. And, because the process includes everyone on the ship, it provides invaluable cross-training.



▲ Cross training is an integral part of the Smart Ship concept.

"Cross training is at a maximum right now," said Gas Turbine System Technician (Electrical) (SW) 2nd Class Cleveland C. Daniels of Chicago. "You've got FCs, SMs, OSs and BMs roving around the main spaces where normally there are only engineers. And, where you used to have three or four guys standing watch in each engine room, now, it's just me. The Smart Ship concept requires Sailors to be smarter and more responsible. You not only learn your rate but you learn everyone else's rate. It works better for everyone."

Although the future of the Smart Ship program has not yet been determined, initial assessments



◀ *Yorktown*'s crew practices man overboard drills.

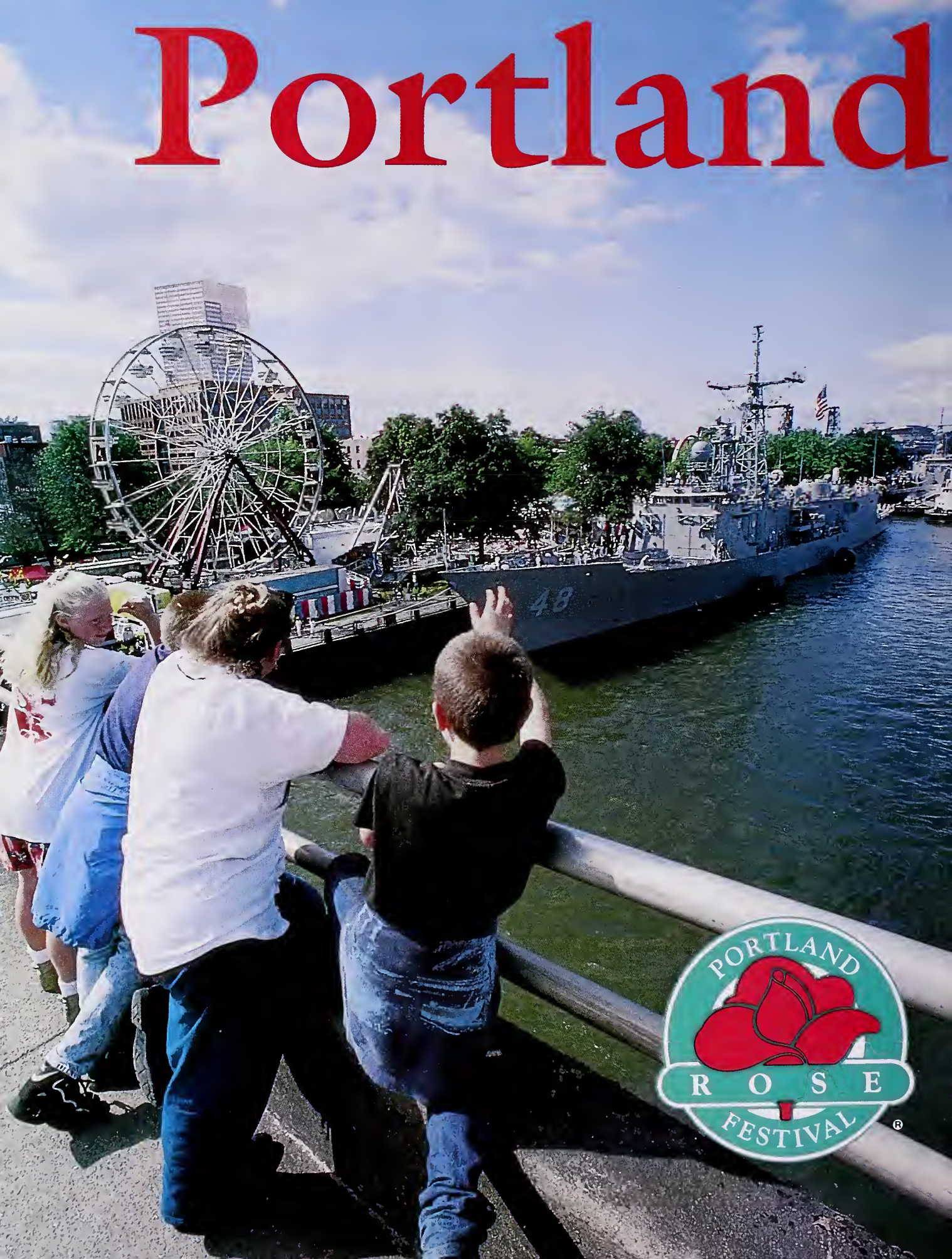
have been positive. According to Rushton, using the Smart Ship concept during a five-month deployment completed in May, *Yorktown* enjoyed an estimated increase of 55 percent in man-hours per week devoted to maintenance which, he suggested, leads not only to improved readiness, but improved quality of life as well.

"When you talk about quality of life," Rushton said, "you have to split it in half. There's quality of life at sea and there's quality of life ashore. How does this help your quality of life at sea? It gets most of this crew working from 7 a.m to 5 p.m., when they're physiologically acclimated to work. I think there's better job satisfaction which improves quality of life because they don't feel like they're digging holes and putting dirt back.

"It trust my people to do their jobs. When you give a guy that trust, most of the time, they'll pick that up and do the job. That, I think, adds to their self-worth which has to add to the quality of where they think they are." ⚓

Schafer is a Norfolk-based photojournalist and Dallal is a photographer's mate who are both assigned to All Hands.

Portland



The Rose of the Pacific Northwest

Story by JO2 Rodney Furry

Looking out across Oregon's Willamette River and the Portland skyline from the center of the Morrison Street bridge, I'm watching USS *Vandegrift* (FFG 48) slip into her berth. It's the first day of the Navy's visit for the 89th Portland Rose Festival, and the local crowd is cheering their arrival.

The stark white uniforms lining the ship's rails blend nicely into a backdrop set by nearby Mount Hood and Oregon's endless stand of emerald forest. I'm thinking to myself how being in the Navy, we sometimes forget that there are places right here in America where a dixie cup and white bell bottoms are an unfamiliar sight. Living in San Diego, where Sailors are the community, a white hat bobbing among the crowded downtown sidewalks barely raises an eye. So here, at the far reaches of Lewis and Clark's 19th century expeditions, I have to stifle a laugh when a little boy with a balloon in one hand and the requisite Mommy in the other, stops in his tracks and exclaims, "Look Mommy, REAL ship men!" My shipmate laughs and gives the kid a wave. That's when I realize, "the cars passing by on the bridge are honking at US!"



Photo by PH3 Shawn Handley

PN2 Randy Hutchinson and OS2 Chad Rohr, both of Naval Recruiting Command Portland, enjoy the 1997 Rose Festival Grand Festival Floral Parade.

People are lined up several bodies deep along the pier, watching and waving as the sea and anchor detail hauls in the lines and the rest of the ship's crew scopes out their new liberty port from the upper levels. Being an early arrival, I realize I'm one of the first Sailors to hit the streets, so I ask the woman next to me and her kids what they think about all the commotion.

"Oh, I love bringing the kids down here during the Rose Festival to see the ships come in. I do it every year, because we don't see the Navy around here very often," said Wanda, a cheerily bright 40-ish mom with her two sons and daughter in tow.

"I'm waiting to see my friend. He's in the Navy [Reserve] , and he tells me all about it," said her 8-year-old son, Caleb. Wanda whispers to me that their friend, C.J., has shore patrol duty, but Caleb thinks he's on one of the ships.

Down on the river front, Ship's Serviceman 3rd Class Hommer Z. Corona, and Personnelman 3rd Class Roderick R. Bobadilla, from USS *Reid* (FFG 30), are enjoying their first few minutes ashore and the unique attraction their presence holds for the people of Portland.

"We're really looking forward to exploring the city and seeing the parade this weekend. The weather's so nice, too. This is a great liberty port," said Corona. Bobadilla, a native of San Diego, added, "More than anything, it's just cool being in a different place."

From its humble beginnings as a halfway camp for Indians canoeing between Oregon City and Fort



Photo by PH2(NAC) Jeffrey S. Viano

Midshipman Second Class James Bender gives a tour of USS *Lewis B. Puller* (FFG 23) to a group of school children during the Rose Festival.

Vancouver, British Columbia, Portland has become an oasis for travelers and explorers. The Navy has embraced the city's welcoming spirit for more than 50 years, and according to Rose Festival organizers, we are one of its main attractions.

"My memories of Sailors go way back," Wanda said, "My mom and my aunt used to come into town [to see] the Sailors way back in the '50s."

"This city has a special relationship with the Navy that goes back as far as the '30s, and we hope to continue that tradition into the future," said Dick Clark, the festival's public relations director.

The Royal Rosarians have been the official greeters and ambassadors of goodwill for the City of Roses since 1912.

"Our charge from the City of Portland is to be ambassadors to visitors of our city. Portlanders are proud of their city, so they look to us to represent it with the highest of standards," said Don Henderson, Lord High Chancellor of the Royal Rosarians. The local community's passion for the art of rose gardening and the city's trademark inspired the organization, whose royal order bestowed knighthood on the first enlisted Sailor ever this year in a decades old ceremony.

Night time draws the Sailors to the nearby downtown area where the city boasts some of the best restaurants and pubs in the country, making it America's microbrew capital. As I plow through a massive plate of nachos in the Rock Bottom Brewery at the corner of Morrison and First Street, I can't help but notice how the Sailors around me blend with the community.

For some reason this town really opens up when the fleet rolls in," said Mess Management Specialist 2nd Class (SS) Joe L. Kacinski, a recruiter at Naval Recruiting District, Portland. "The people are more open to us during the visit, and eager to talk to Sailors," said the Myrtle Creek, Ore., native.

Margi Wachtrup can't help but stare in amazement



Photo by JO2 Rodney Furry

USS *Lewis B. Puller* (FFG 23) pulled into Portland for the 1997 Rose Festival. The Navy's involvement in the event dates back 89 years.

Sailors walk along the riverfront during their first day of liberty in Portland.

"People here are really interested in getting to know Sailors. They're always stopping us on the street, with 'hey, what ship are you on?'"

Mess Management Specialist 2nd Class (SS) Joe L. Kacinski.

as she looks out across the sea of white uniforms. "I've never seen anything like this," she said, "I just recently moved here, so this is my first time to meet Sailors."

"We went on some of the ships today, and I was surprised to see how big they are. It's really quite impressive," said her friend Donna. "I enjoyed seeing the bridge. You know, the place where they drive the ship from," she said.

The scene in the restaurant contradicts the negative stereotypical fears some have of mobs of Sailors conquering an unsuspecting port. These aren't the Sailors you see in old war movies. Instead, the Sailors here seem to blend in, making new friends and entertaining the locals with sea stories (If some stretched the truth a bit, the locals didn't seem to notice or mind) - almost like they belong here. Put them in civilian clothes, and these guys could be locals.

"People here are really interested in getting to know Sailors. They're always stopping us on the street, with 'Hey, what ship are you on?'" said Kacinski. He doesn't want to speculate whether the annual visit has anything to do with it or not, but he mentions that his office is busiest in September, right after the festival ends every year.



Photo by JO2 Rodney Furry

A Sailor secures a line aboard USS *Lewis B. Puller* (FFG 23) in Portland.

During their stay in Portland, Sailors play host to large numbers of local residents who are eager to get a close-up look at the warships. This year, more than 100,000 civilians crossed the decks of *Vandegrift*, *Reid*, USS *Lewis B.Puller* (FFG 23), USS *Rushmore* (LSD 47), USS *Anchorage* (LSD 36), and USS *Gary* (FFG 51). There are also a number of city-wide events, including a festival parade and several concerts that make Portland in June a choice liberty port.

"The bottom line is," said Kacinski, "when you're in uniform during the Rose Festival, people are excited about meeting you. It makes it a lot more fun to be a Sailor. ⚓

Furry is a San Diego-based photojournalist assigned to All Hands.

Diversity strengthens teamwork

Story by LT Jason Belcher



Photo by PH3 Damon Moritz



Photo by PH3 Rick Solleaux.

▲ FN Daniel C. Johnson performs scheduled maintenance on the emergency diesel generators on board USS *John C. Stennis* (CVN 74).

The Navy community is very diverse and that diversity is our strength." said CDR Dan Dolgin, a Navy psychologist who recently completed a journal article and book on cultural differences. "It is important to recognize and appreciate diversity,"

"Everybody has his or her different ideas and different views," said Disbursing Clerk 3rd Class Norma Devita. "You get to see all the different cultures and religions. If you find something more to your liking, you can go with that. If you find something that is more what you are, you can choose it."

"Because there are many people from many backgrounds, people are more likely to join the Navy because they find someone similar to themselves," said Seaman Apprentice Valerie Mason.

When Hospital Corpsman Evelyn Dominguez came to this country she was about 10 years old. It wasn't until she joined the military that she had her first Christmas.

"I never really knew Americans celebrated Christmas with a Christmas tree until I came to the United States. In El Salvador, we would make costumes that people prepared months in advance. There would be a long parade going throughout our village that would go on for at least a day or two. Navidad is Christmas. We just celebrate it differently."

"Differences just enrich the celebration. We integrate everything, and I think it's great because many of the traditions that people don't know about other people can be integrated into their holidays and increase understanding," said Martinez.

Not only is there diversity within the Navy, but the Navy also exposes Sailors to a wide variety of people and places.

"We went to Germany and toured Norway, Sweden, Belgium and the Azores," said HM2 Cesar Martinez. "I was stationed in Guam and got to visit Japan. I've visited a lot of ports.

"I've had the opportunity to work with a wide range of people



◀ HM3 Juan Chico receives therapy for a knee injury from HN Evelyn Dominguez and HM2 Cesar Martinez at the National Naval Medical Center, Bethesda, Md.

▼ OS1(SW/AW) Randall Glover aboard USS *Boxer* (LHD 4) is responsible for 40 personnel in *Boxer's* command information center.



U.S. Navy Photo

▶ HM2 Manual Arcangel of Manilla, Republic of the Philippines, pipettes serum into patient's blood samples to check their cholesterol levels. Arcangel is assigned to Branch Medical Clinic Makalapa, Pearl Harbor.



Photo by JO2 Rita Bargeloh

from the islands of Cambodia — which I never thought I would do — all the way back to some people that were in my own country - Mexico.

"I also worked with the Greek or Hellenic Navy," said Martinez. "Their people had to come on board and we had to train them — get them accustomed to all the systems on board the ship. They were buying the ship, so we had to work at making the transition, which took us three months.

"Overall, it's been a great experience, especially the travel," Martinez added.

"It's important to acknowledge and talk about differences in background, tradition, customs and celebrations," Dolgin said. "Talking is the key to understanding one another."

The implications of CDR Dolgin's research on cultural differences are far-reaching. An understanding and appreciation for diversity increases productivity, boosts morale and strengthens teamwork, Dolgin said. "In stressful situations like combat, these factors are especially important," he added.

"Having different people in the Navy is very helpful," said Boatswain's Mate 2nd Class Lawrence Burns, "because you can use some things people say to you to help yourself. Somebody might say that when I was growing up, I used to do it this way and it worked. Then you go and try it and find it is kind of easy doing it the way your friend did."

"Having people present with different backgrounds and traditions bring fresh, new, creative solutions to the table," said Dolgin. "Each person has a different background and a different idea of how to solve a problem. The best solution comes from having a variety of solutions to choose from.

"Other [civilian corporations] look to the military to learn how to build teamwork, camaraderie and esprit de corps among people from very different backgrounds. The U.S. military has one of the most diverse populations of all organizations and corporations in the world. It's an institution where diversity works." ⚓

Belcher is assigned to Naval Media Center, Washington, D.C.



U.S. Naval Photos

Admiral Farragut

Hispanic Pioneer

Story by LT David H. Waterman

David Glasgow Farragut was born July 5, 1801, at Campbell's Station, a few miles southwest of Knoxville, Tenn. He was the second of five children of Jorge Farragut who was born on the Spanish island of Minorca, and Elizabeth Shine Farragut of North Carolina. Jorge was employed in the Caribbean merchant trade in 1776 when he decided to join the American colonists in their fight for freedom against the British. The Spanish mariner served his adopted country throughout the American Revolution where his heroic exploits earned him the special thanks of the governor of South Carolina.

Jorge joined the U.S. Navy in 1807 as a sailing master and fought the British during the War of 1812. Farragut's mother died when he was seven, and his bereaved father Jorge sent him to live with the family of a close friend and fellow naval officer,

David Porter. Porter adopted the young boy and two years later helped him receive an appointment as a midshipman in the U.S. Navy. Farragut performed the duties of captain's aide, prize master of the ship *Alexander Barclay*, quarter gunner and powder boy during the next few years. Farragut's age of 12 precluded his promotion at the time.

During the course of his career, Farragut held various positions before his distinctive service in the Civil War. Of the many notables, Farragut served as naval aide to the American Minister to Tunis and later established Mare Island Navy Yard in California. During that time he learned to speak French, Italian, Spanish and Arabic and studied the social, economic and political history of the Mediterranean area.

The Civil War brought great credit to Farragut. During the famous 1862 Battle of New Orleans, Farragut practiced the doctrine of today's Navy, "Forward ... From the Sea" and also barked the now-famous expression which inspires Navy personnel even today, "Damn the torpedoes! Full steam ahead!"

Farragut had been appointed commander of the West Coast Blockading Squadron and was ordered to open the Mississippi to Union vessels and to attack New Orleans. He opened the Battle of New Orleans, April 18, 1862, and 10 days later, Confederate forces surrendered. During the battle, Farragut had attacked from the river and forced the land-based Confederate forts to surrender, foreshadowing today's naval doctrine 134 years ahead of its time. Farragut had also proved then-President Abraham Lincoln's trust in his selection by this smashing victory, and Lincoln was the first to acknowledge it by submitting Farragut's name to the Congress for promotion. On Dec. 23, 1864, Congress commissioned Farragut a vice admiral. On July 26, 1866, Farragut became the Navy's first four-star admiral, making history as a Hispanic.

Having seen service during the War of 1812 and the Mexican War in addition to all his other achievements, Farragut has been historically credited with unlimited self-confidence, that helped him overcome any obstacles placed in his way. Gideon G. Wells, Lincoln's Secretary of the Navy, said of Farragut that he would willingly take greater risks to achieve desired results than any other high-ranking officer in either the Army or the Navy.

Farragut was and is a role model for every Sailor, not just Hispanic Sailors. Embodying the many sought-after traits of the professional — Sailor and officer, Farragut brought new meaning to honor, courage — and commitment. Farragut is a true naval hero.

Farragut's statue at Farragut Square in Washington, D.C., will be rededicated Oct. 1, 1997, with a ceremony sponsored by the Navy Order of the United States and the addition of a U.S. Park Service wayside marker honoring Farragut's many accomplishments. ⚓



Photo by PH3 Sam Dallal

A wayside marker honoring Farragut's many accomplishments will be placed in front of Farragut's statue in Farragut Square, Washington, D.C.

Waterman is the public affairs officer for Naval District Washington, Washington, D.C.

The Fleet's Finest

Winners of the 1996 Sailo

Story by JO1
Linda L. Helmig

Helicopter Antisubmarine Squadron 11, NAS Jacksonville, Fla.

ATLANTIC FLEET

AW1 (AW/NAC) Robert W. Betts



Photo by Grace C. Henderson

He joined the Navy because he wanted to fly and he's done just that. At every turn in his naval career, whether on the ground or in a helicopter, Aviation Systems Warfare Operator (AW/NAC) 1st Class Robert W. Betts has excelled in whatever he's set out to do.

The ingredients in his recipe for success have been hard work and dedication, something he learned from his father. "My father taught me by the way he's lived his life. He worked hard from sun up to sun down. He's my hero. I learned a lot from him," Betts said.

He joined the Navy in 1986 and was honor graduate in AW "A" School and was meritoriously advanced to Petty Officer Third Class. He then went on to specialize in sea and overland rescue in "Fleet Replenishment Aircrew Training."

With training under his belt, he took off in a job which has seen him deploy several times in his career. As part of a helicopter's aircrew, he's protected carrier battle groups and searched for submarines. As a certified instructor, he's also taught others how to do his job.

Betts feels participation and commitment are essential to success. "It's important to get involved. It benefits you, the command and those around you as well," Betts said. "If you never try, you'll never know."

Being selected as Atlantic Fleet Sailor of the Year is a humbling experience for Betts. "It's an honor to be selected as Sailor of the Year, but I haven't done anything extraordinary. I've worked hard. Hard work and dedication go a long way," he said.

He looks at his selection as a challenge and an opportunity to serve. He wants to work with and guide new Sailors to success. "I want to share my experience. I want to encourage others to get involved, to contribute and to succeed," Betts said.



Photo by Grace C. Henderson

As he heads in a new direction, he begins his new job with the same enthusiasm and dedication. "... Like everything else in my life. I'll do the best I can," he said. Betts reported for a two-year tour of duty at the Office of the Atlantic Fleet Master Chief.

of the Year competition



Photo by PH2 Michael Rodriguez

PACIFIC FLEET

ET1(SS/AW) Bryan C. Robertson

"I never thought this would happen to me, but I'm sure glad it did!" said Electronics Technician (SS/AW) 1st Class Bryan C. Robertson, reflecting on his selection as Pacific Fleet Sailor of the Year.

Robertson joined the Navy in December 1985 as a non-designated striker. "I wanted to create a future for myself and the family I anticipating having - which I now have." Robertson and his wife, Janice have three children: Taylor, Brandon, and Kennedy.

He struck for and finally became a quartermaster in 1989. From day one, Robertson has driven his career consistently with a desire to improve himself and others. "It's my responsibility to pass on what has been given to me in hopes that others will have the pleasure of this experience."

Robertson attributes his success to good naval leadership. "I've been fortunate to have been exposed to many knowledgeable people who recognized my desire to excel and took the time to help me do just that."

Just last year Robertson's rate, that of QM, merged with three other ratings in the submarine community which now all fall under the rate of Electronics Technician.

Robertson has many future goals. He intends to apply for Limited Duty Officer, achieve a command at sea, and make it to the rank of at least Captain. If the route through the officer's ranks doesn't work, he's got a fallback plan. "I'll return to the submarine community and become Chief of the Boat somewhere down the line. And then after that I plan to set my sights on the Master Chief of the Navy's job!" Robertson said.

"I don't consider myself to be better than anybody else. I have tried to be the very best that I could be. I truly believe anyone can achieve what I have achieved with hard work and dedication," Robertson said, reflecting on the experience of being selected as Sailor of the Year.

Robertson is proud to represent the Navy and has enjoyed the attention he's received as a result of his selection. But he's ready to move forward. "I'm anxious to be a Chief and get out there in the fleet where I belong," Robertson said. "I plan to be the very best representative of Chief Petty Officers everywhere," he added.

Robertson reported for a two-year tour of duty at the office of the Pacific Fleet Master Chief.



Photo by PH2 Michael Rodriguez

USS *Houston* (SSN 713), San Diego

CNO SHORE

DT1(SW) Hazelann K. Teamer



"It's so amazing that one person represents the whole entire shore command and that's me," said Dental Technician 1st Class Hazelann K. Teamer, commenting on her selection as 1997 Shore Sailor of the Year. Teamer is one of three Sailors selected for Sailor of the Year from more than 390,000 active-duty Sailors worldwide.

Teamer is proud to represent the Navy and is especially pleased to represent the health care community. "Historically, we've had a certain amount of hospital corpsman and dental technicians get to a certain level, but not to this level. It's truly an honor to represent, not only Sailors, but dental technicians."

Teamer was born in Trinidad and credits her mother as her greatest inspiration. A single parent, her mother raised seven children on her own. "She worked hard to do the best for us," Teamer said. "It made me realize nothing comes easily. You have to give it your all and do the best you can."



Photos by JO1 Linda L. Helmig

Teamer entered the Navy in 1984 and her first duty station was *USS Sierra (AD-18)*, where she worked as a deck seaman for two years. She tried to strike for DT several times, but her requests were denied because of manning constraints. She persevered and eventually became a DT because she was interested in taking care of people.

Her desire to help people hasn't diminished during her 12-year tenure. Her primary reason for joining the Navy was to make a difference, not only in her life, but in the lives of those around her. "When I've helped one person, when I've influenced one person to take steps in the right direction, that alone gives me more motivation and more drive to keep going," she said. Teamer believes her work to improve others as well as herself goes a long way. "We may not successfully motivate everyone, but we can at least work with one person. And that one person can try to work with another and the chain can go on and on," Teamer added.

Looking ahead, Teamer plans to carry on doing what she's always done - learn, teach and inspire. "Being in the military for 12 years, I have served with some outstanding individuals. And I look at myself and recognize I have a lot more growing to do and a lot more to contribute to the Navy. I still want to influence. I think its important for us as leaders to help each other out and work as a team. If we can just influence one person in the right direction, we've made a difference," Teamer said.

Teamer recently transferred to the Office of the Master Chief of the Navy and will serve there for two years.

National Naval Dental Center, Bethesda, Md.

NAVAL RESERVE

ET1(SS) Kevin W. Hall



Photo by PH3 Yolanda Everett

Electronics Technician (SS) Kevin W. Hall, was selected as Naval Reserve Sailor of the Year from more than 60,000 Naval Reservists in the fleet. "This is a great honor. It's a humbling experience to be picked to represent Reservists nationwide," Hall said.

He joined the Navy in 1978 to get a technical education. "The Navy was the best way to go," Hall said. From the first, he has excelled. His superior performance while attending Prototype Training at the Nuclear Power Training Unit in Idaho Falls, Idaho, resulted in his selection to "stay on" as part of the school's staff to train new Sailors how to operate and maintain a nuclear power plant on board Naval vessels.

While still on active duty and stationed on board *USS Pogy (SSN 647)*, he qualified in submarines, earning his dolphins in 57 days. Normally, it takes from three to six months to earn dolphins. "Life depends on everyone on board, so qualifying was on the top of my list," Hall said. Not only was he qualifying "submarines," he was qualifying other watch stations on board at the same time, such as Auxiliary Electrician and a number of watch stations relating to his job as an ET, such as Reactor Operator.

Hall transferred to the Naval Reserve in November 1987 and continued his winning ways. While serving at the Naval Reserve Center in Pocatello, Idaho, his efforts were instrumental in establishing the Reserve Intermediate Maintenance Activity, a facility which makes parts for naval vessels.

Hall noticed a garage at the Reserve Center which was used to store a few odds and ends and saw a huge opportunity. "It was a great chance for Reservists to contribute to the fleet," Hall said. With no funding available for what he envisioned, Hall had to find a way to get equipment to support the RIMA. He obtained $25,000 worth of necessary equipment from the Department of Energy - at no cost to the Navy. He then began to "set up shop."

"We will be producing things to support the fleet and at the same time, as Reservists, we can take pride and ownership in the fact we are contributing to the Navy," Hall added.

When asked how he feels about being selected as Naval Reserve Sailor of the Year, Hall said, "It's a great honor to be recognized. I'm truly proud to represent Reservists throughout the country."

Aside from his job in Baton Rouge, La., and his Reserve drill weekends there, he'll be working for the office of the Reserve Force Master Chief.



Photos by PH3 Yolanda Everett

Shore Intermediate Maintenance Activity, Pascagoula, Miss.

Around the Fleet



Photo by PH2 Felix Garza, Jr.

ABOARD USS *NIMITZ* – Indy race car drivers Robbie Buhl (left) and Scott Sharpe (center) watch as AN Abraham Garcia of Truth or Consequences, N.M.,moves aircraft around the status board in flight deck control on the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) during carrier training operations off the coast of Southern California.

CNO ADDRESSES SENIOR ENLISTED

WASHINGTON — Chief of Naval Operations Admiral Jay L. Johnson recently spoke to Fleet, Force and CNO-directed command master chiefs at the CNO Senior Enlisted Leadership Forum.

The forum, a semi-annual event, was hosted by Master Chief Petty Officer of the Navy ETCM(SW) John Hagan. It brought the Navy's senior enlisted leaders together to discuss updates on existing Navy programs, initiatives and policies of importance to Sailors.

The CNO talked about personnel readiness, operational tempo, changes to the enlisted warfare qualification system, uniform standards and, most importantly, leadership. He also described how the recently released Quadrennial Defense Review (QDR) validates the Navy's "Forward ... From the Sea" strategy.

Admiral Johnson praised the senior enlisted leaders for their service. He said good leadership is of the utmost importance as the Navy prepares to implement the recommendations of the QDR.

"Focusing on leadership is how we will get through the QDR and force structure changes," he said. "You are the key to this focus, and I'm really proud of the CPO community."

Admiral Johnson also emphasized the importance of setting a good example: "You are the role models," he said. "You are who our young Sailors look up to. Carry that proudly and use it to the maximum advantage. Be true to your principles, values and standards, and show them to our young men and women coming up the ladder." ⚓

FALLEN SAILORS HONORED

MAYPORT, Fla. — A ceremony of remembrance honoring Sailors who were killed aboard USS *Stark* (FFG 31) 10 years ago was held May 16 at Memorial Park, Mayport, Fla.

While on patrol in the Persian Gulf May 17, 1987, 37 Sailors died when the guided-missile frigate was struck by two Iraqi missiles. Despite the severe damage inflicted on the ship, the heroic efforts of the crew saved *Stark*.

Memorial Park was established Aug. 1, 1987, with the dedication of the *Stark* monument. Just a few steps away, another monument carries the names of 23 Sailors from USS *Saratoga* (CV 60) who lost their lives in a 1990 ferry boat accident off the coast of Haifa, Israel. ⚓

TEAMWORK SOUTH '97 CONCLUDES

OFF THE COAST OF CHILE — Third Fleet naval forces recently completed the annual Chilean naval exercise

Teamwork South '97, off the coast of Chile.

The exercise included anti-submarine and anti-air warfare, and involved ships, aircraft, submarines and nearly 2,600 personnel from Chile, Canada, Great Britain and the United States.

U.S. naval forces involved included USS *Callaghan* (DDG 994), USS *Pasadena* (SSN 752), Patrol Squadron 37, Antisubmarine Warfare Squadron 35, Helicopter Antisubmarine Squadron Light 43, Det. 9 and Explosive Ordnance Disposal Mobile Unit 3, Det. 9. ⚓

AVIATION SAFETY AWARDEES NAMED

WASHINGTON — USS *Carl Vinson* (CVN 70), USS *Peleliu* (LHA 5) and Commander, Helicopter Antisubmarine Light Wing, U.S. Atlantic Fleet, (COMHSLWINGLANT) are winners of top aviation safety awards.

Vinson and *Pelelieu* are the 1996 winners of the ADM Flatley Memorial Award; runners-up are USS *George Washington* (CVN 73) and USS *Saipan* (LHA 2). The award recognizes the aircraft carrier (CV/CVN) and amphibious warfare ships (LHA/LPH/LHD) that surpass all competitors in overall contributions to aviation safety. The basis for selection is operations, readiness, excellence and safety record.

COMHSLWINGLANT was awarded the CNO Readiness Through Safety Award and the ADM James S. Russell Naval Aviation Flight Safety Award for 1996.

This award is presented annually to the command contributing the most toward readiness and economy of operations through safety. The command must have an outstanding safety record and an aggressive safety program. ⚓



Photo by PH3 Andrew Myers

PO2 Joshua Dowden of EOD Mobile Unit 5 explains how a detonator works to SECNAV John Dalton and LT Edward W. Edson during a demonstration of explosive disruption techniques used against terrorist bombs.

SECNAV: Sailors still Navy leadership's top priority

During a recent whirlwind tour of the island of Guam, Secretary of the Navy John Dalton visited five different commands to learn more about Guam's military issues as well as the concerns of the Western Pacific Sailors.

The chief concern raised by many Sailors was the quality of education on the island. Dalton assured Sailors that this issue is a high priority. "I've talked to a lot of Sailors here today and it's clear to me that this is an important quality of life issue ... the No. 1 quality-of-life issue here on Guam. Education of my own children certainly was important to me. I know for our Sailors the education of their children is important to them. We're certainly going to work with the government of Guam, but we must work together to solve this issue. We must enhance the education of our children. We are going to find the proper answer to address this matter. ⚓

Story by JO2 Mark Kane and JO2 Barri Freaner.

CLEVELAND NAMED SAFEST SHIP

SAN DIEGO — USS *Cleveland* (LPD 7) received the Commander, Naval Surface Force, U.S. Pacific Fleet, Surface Ship Safety Award.

After presenting the award, RADM David L. Brewer, Commander, Amphibious Group 3, told the crew the Navy's amphibious forces play an important role in today's security environment.

"We are America's 911 force," said Brewer. "When something happens anywhere in the world the President asks: 'Where is the carrier?' and 'Where are the gators?'" ⚓

Around the Fleet

NAVY'S TOP INSTRUCTORS SELECTED

PENSACOLA, Fla. — LT Anthony H. Talbert of Fleet Combat Training Center Pacific, San Diego, and Fire Controlman 1st Class Byron L. Mobley of Surface Warfare Officers School Command, Newport, R.I., have been named this year's top Navy instructors.

Talbert is a student mentor and curriculum developer for courses in Naval Tactical Data Links, the *Aegis* Combat System, U.S. Surface-to-Air Missile Systems, Air Warfare Tactics, Theater Ballistic Missile Defense and Warnet Voice Procedures. He also trained Japan Maritime Self-Defense Force personnel during their recent integrated combat systems exercise.

Talbert enlisted in the Navy in 1980 and was commissioned as a limited duty officer in October 1992.

Mobley, a native of Charlotte, N.C., is a leading instructor for three courses and a master training specialist.

For the past year he has served as the premier instructor for the *Phalanx* Close-In Weapon System, Radar Principles, and Fire Control Tracking courses.

The 16-year veteran is also pursuing a bachelor's degree at Roger Williams University, Bristol, R.I.

The program recognizes individuals who personify excellence and serve with dedication and professionalism as Navy instructors. ⚓

NAVY HERALDS HEALTHY HABITS

JACKSONVILLE, Fla. — Having problems maintaining Navy weight standards? Failed the PRT? The

Seabees hone skills in Sharp Wedge '97

CAMP LEJEUNE, N.C. — Nearly 600 Reserve and active-duty Seabees gained combat, construction and command and control skills during exercise *Sharp Wedge '97* at Camp Lejeune, N.C.

The exercise provided training and tested the Seabees' ability to operate effectively with a Marine Expeditionary Force (MEF).

"The teamwork relationship shared between Seabees and Marines has always been solid," said CDR William S. Duffy, operations officer for the 2nd Naval Construction Brigade. "What's changing is how we better integrate our command and control capabilities when tasked to provide construction support."

During the four-week exercise, Marines gave Seabees hands-on training in defensive combat skills, heavy weapons and perimeter security tactics.

"This is definitely some serious, realistic training," said Utilitiesman 3rd Class Joseph Benoit, from Naval Mobile Construction Battalion (NMCB) 27, Det. 1602. "We're getting a great opportunity to apply what we've learned in maintaining security in the field," Benoit said. ⚓



Photo by PH1 (NAC) Michael Harner

UT3 John Bartholomew of Northhampton, Pa., adjusts his sights while BU3 Ron James of Philadelphia helps him eye up their target.

pilot Navy Weight Management Program at Naval Air Station (NAS) Jacksonville, Fla., where the motto "It's a Lifestyle Change," is helping Sailors deal with these issues.

The current program has undergone several major changes. Originally four weeks long and available on an inpatient basis, the present two-week course averages about 20 students each.

The course is specifically designed for Navy E-5s and above who have twice-failed either Navy body fat or weight standards or the Physical Readiness Test (PRT).

The principal focus of the weight management course is offering the best possible education on nutrition and fitness. The material dispels common myths associated with weight control, nutrition and physical fitness.

The weight management program assists military members from all branches attain and maintain height, weight and body fat standards, reach higher levels of fitness and improve their general health. Healthier lifestyles result in reduced use of medical services and more productivity.

"We like to think of ourselves more as weight management educators," said Bob Martin, supervisor and health promotions specialist at NAS Jacksonville.

Martin teaches students to be leery of quick weight loss gimmicks. "We believe that you don't need to buy a book or enroll in a special program to lose weight," Martin said. "We teach students here to use food logs, read food product labels and look for low-fat or fat-free items at restaurants." Students also keep a detailed log of everything they eat and closely track the fat and total calories in their choices.

Although most of the weight management program is taught in the

Sailor wins prestigious National Image Award

One fall day in New York City in 1976, a 21-year-old Hispanic male stood cold and scared. He had no job and no place to go. He wandered the city finally falling asleep beneath the steps of a building at Fordham University. Life was tough in those days.

An elderly couple, took him in, gave him food and sheltered him.

Hospital Corpsman 1st Class Petty Officer Marcus Castillo vowed that one day he would pay them back.

He kept his promise. Since joining the Navy in 1977, Castillo has returned payment, in good deeds, to the elderly couple and others who repeatedly helped him throughout his life.

Castillo was recently honored as the Navy's Top Enlisted Hispanic Volunteer by National Image during their Ninth Annual Awards Banquet in Denver. One of the largest Hispanic organizations, National Image advocates educational, employment and civil rights for Hispanic Americans.

Castillo is the Health Care Benefits Advisor for Naval Reserve Readiness Command Region Sixteen in Kansas City, Mo. was recognized for a long list of volunteer services. Last year he devoted more than 1,200 hours as a Disaster Action Team member; assisted more than 400 military families who needed emergency services; and recruited 13 minority volunteers for the Kansas City Red Cross. Last December.



Photo by PHAN Timothy C. Ward

Castillo is also active with local Sea Cadets, schools and the Boy Scouts.

"Whenever I get to feeling that it might not be worth it, I think of that old couple and what they and others did for me," Castillo said. "It makes it easier for me to make the sacrifice for others," Castillo said. ⚓

Story and photo by JOC Walt Whittaker who is assigned to NR Office of Information Det. 1018, Kansas City.

classroom, there is time spent in the gym, swimming pool, fitness center and outdoors.

"We're not here to run or exercise our students into the ground," said Coast Guard Chief Boatswain's Mate Eric Kyvik, a health promotions specialist. "What we try to do here is to educate and hopefully motivate our students. I like to think that we give students all the right tools to lose weight. Then, it's up to them to use those tools and apply that knowledge to change their lifestyles." ⚓

Story by JO1 Randall C. Melton, NAS Brunswick Public Affairs.

STAY IN SHAPE - MENTALLY

USS *CONSTELLATION* — Most service members are able to cope with the stresses of everyday life. Even the problems associated with long deployments are usually handled with little difficulty, and the Navy maintains a variety of resources ashore for family members needing an extra helping hand.

Sometimes Sailors and Marines afloat need a little extra help to cope with the demands of ship board life, being away from loved ones and other situations unique to sea-going commands. For Sailors aboard USS *Constellation* (CV 64) battle group, help is as close as the carrier's Medical Department, where a trained psychologist is available to assist.

"I volunteered for this assignment," said LT Beverly Dexter, ship's psychologist. "I feel very lucky to be out here. I like the fact that I'm working for every person in the battle group."

Her main goal is to head off anxiety levels.

"There are a number of things I'm doing to help," she said. "I conduct six or more workshops per week and see no less than 10 patients per day."

For Dexter, this is an

World War II hero gets Navy Cross

WASHINGTON — "This award ceremony should have taken place 50 years ago," said Secretary of the Navy John H. Dalton. "We are gathered here to set the record straight."

To set the record straight, Dalton presented Steward 3rd Class Robert Jones, a retired Naval Reservist, with the Navy Cross for his extraordinary heroism under fire. In the presence of Jones' wife Minnie and nearly 40 other family members, an act of exceptional courage was finally and fully rewarded.



Photo by PHCS Terry Cosgrove

Steward 3rd Class Robert Jones

At age 19, Robert Jones was a young petty officer on USS *Intrepid* (CV 11) in the Leyte Gulf. Trained and assigned to a gun tub on the port side, he was in position Oct. 29, 1944, when a Japanese dive bomber attacked the ship from starboard, aiming directly for Jones' position.

Grabbing his 20mm anti-aircraft gun and pointing it across the flight deck, Jones began firing. He remained at his post and continued to shoot until the plane finally crashed – its wings shot off – into the gun tub, severely burning the young Sailor, injuring others and killing 10 of his fellow gun crew.

Jones and several other members of that crew, composed entirely of African-American Sailors, were promised the Navy Cross – the highest Navy award after the Medal of Honor – but it never came. Busy working to support his family, Jones didn't pursue the unfulfilled promise until earlier this year when he viewed a videotape produced by the USS *Intrepid* Museum in New York City and recognized another shipmate – Alonzo Swann – on the tape. Swann had received his Navy Cross in 1988. Jones' daughter asked Congressman Robert C. Scott of Virginia to request a review of the former Sailor's record. Within two months, an upgrade was approved and the ceremony scheduled.

Holding the citation over his head, the 71-year old Jones beamed with pride. "I thank God I'm here to get this. I'm filled with joy!" ⚓

exciting assignment. "But it's only a temporary billet," she said. "I'm hoping the decision will be made to make it permanent, because it fills a tremendous need.

"I'd also like to take these programs to the other ships and invite those Sailors to come here," she said. "I want to do everything I can to serve the men and women of the battle group."

Dexter, a wife and mother herself, said she believes her personal experience gives her qualifications beyond her academic credentials. She understands what the average Sailor is going through because she is often away from her own family.

Dexter said that reaching out to the Sailors in the battle group is the reason she is here. "People should know there is an answer for any problem they may come across, and I'm always here to help." ⚓

Story by JO3 Russell Fleming, USS Constellation *(CV 64) public affairs office.*



Photo by PHAN Timothy C. Ward

ABOARD USS *CONSTELLATION* — CWO Lee Risper Jr., checks the flight deck for potential hazards as a C-2 Greyhound prepares to taxi for take-off. USS Constellation (CV 64) and its embarked airwing are deployed to the Arabian Gulf to enforce no-fly zones and monitor shipping in and out of the region.

SERVICEWOMAN'S MEMORIAL

WASHINGTON — Construction of the nation's first major memorial honoring all military women is almost complete. The Women In Military Service For America Memorial (WIMSA) at Arlington National Cemetery, Arlington, Va., will be dedicated Oct. 18.

"We need all servicewomen past and present to register now," urged Jennifer Finstein, public relations coordinator for the WIMSA Memorial Foundation in Washington.

"This memorial is seeking to include all past and present active duty, Reserve and National Guard women veterans. Someone who is currently in the military can register now," said Finstein.

More than 175,000 servicewomen have registered to date.

For more information call 1-800-4-SALUTE (72-883). ⚓

STUDENTS TO NAME NAVY SHIP

WASHINGTON — The Navy's newest oceanographic survey ship needs a name, and a team of American students will name it.

The Oceanographer of the Navy is hosting a Name-That-Ship Competition that is open to teams of American students in grades K thru 12. Proposed names and project descriptions must be submitted to a state Navy League Office by Dec. 31. Representatives of the winning team will receive an expense-paid trip to Washington, D.C., and the grand winner will get a trip to the christening and launch.

For more info, visit their website at <http://oceanographer.navy.mil>. ⚓

Charthouse

Type 6N duty overseas changes to Type 6 duty

Type 6N (neutral) duty overseas will change to Type 6 (shore) duty effective Jan. 1, 1998. The change, announced in NAVADMIN 133/97 by the Bureau of Naval Personnel (BUPERS), will help maintain equitable sea/shore rotation for all Sailors and prevent gapped billets afloat.

The policy takes effect Jan. 1, 1998. Personnel serving in Type 6N assignments prior to this date will not be affected — their entire tour will count as neutral duty for rotational purposes. Also, individuals in receipt of Type 6N orders or who are negotiating for Type 6N orders as of the date of NAVADMIN 133/97 will not be affected by this policy.

Type 6 duty is presently defined as duty performed in overseas land-based activities counting as shore duty for rotational purposes. The policy change does not affect personnel assigned to existing Type 3 duty (overseas duty that counts as sea duty).

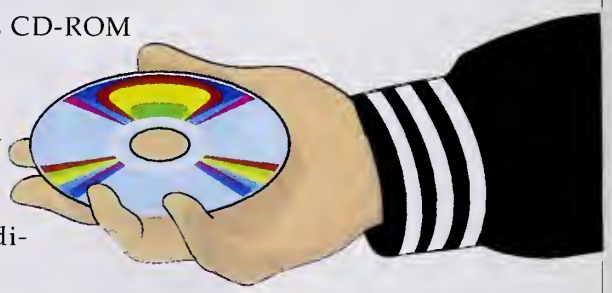
Type 6N duty stations include Belgium, Bermuda, Canada, Denmark, France, Germany, The Netherlands, New Zealand, Norway, Puerto Rico, certain locations in Australia, Japan, Okinawa, Spain and the United Kingdom.

The Enlisted Transfer Manual provides a detailed listing of Type 6N duty assignments affected by the policy change. NAVADMIN 133/97 contains further information on overseas tour extension incentive program (OTEIP) benefits and policy change details. ⚓

BUMED regulations and directives now on CD-ROM

Bureau of Medicine and Surgery (BUMED) regulations and directives are now available on CD-ROM and are being distributed to all ships and stations with medical department personnel assigned. Instead of a shelf with 20 manuals, Navy medical personnel can carry the same amount of information in their hand.

BUMED Directive's CD-ROM information includes BUMED instructions, the "Radiation Health Protection Manual" and the "Manual of Naval Preventive Medicine."



Having BUMED's directives on CD offers many advantages: "They're easy to store and easy to distribute, and are also durable," said Laura Frantz, head of BUMED's regulations and directives branch. "Each copy you print off is an original, so it will be clear, not like a copy that has been repeatedly copied."

For more information about BUMED's directives on CD-ROM, call the Regulations and Directives Branch at (202) 762-3250. ⚓

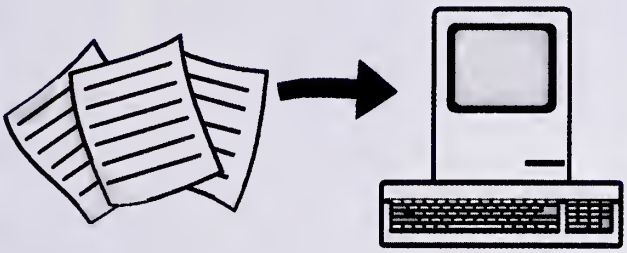
NEX will provide phone service on all deployed ships; calls to be only $1 a minute

Deployed Sailors and Marines will find calling home a lot easier and cheaper in the future. The Navy Exchange Service Command (NEXCOM) has modified its license agreement with AT&T to extend phone service to all deployed ships.

This change reduces calling rates on cruisers and destroyers from almost $6 a minute to $1 per minute. **No matter where the ship is, the calls will cost only $1 per minute.**

USS *Nimitz*'s (CVN 68) Battle Group and USS *Peleliu*'s (LHA 5) Amphibious Readiness Group will be the first group of ships to receive the phone service under the new agreement. ⚓





Electronic BIBs

Beginning March 1998, the Bibliography for Advancement-in-Rate Exam Study (BIB) will be available only in electronic form. Paper copies will no longer be mailed to each command. The electronic BIBs will be posted twice a year in March and September at the following locations:

NETPDTC Bulletin Board — DSN 922-1394/1820 or (904) 452-1394/1820.

NETPDTC Homepage — <http://www.cnet.navy.mil/netpdtc/ netpdtc.htm>

BUPERS ACCESS Bulletin Board — DSN 224-8070/8076, (703) 614-6059/8070/8076 or toll-free (800) 346-0217/0218/0227.

SALTS (Streamlined Automated Logistics Transmission System) — For information on how to access SALTS, see your Supply Department, or call DSN 442-1112 or (215) 697-1112.

RSTARS — Reserve personnel only.

For more information about the availability of BIBS, contact NETPDTC at DSN 922-1328 or (904) 452-1328; Fax: DSN 922-1819 or (904) 452-1819; E-Mail: <navy.advancement@smtp.cnet.navy.mil>; and SALTS — NETPDTC PMA. ⚓

BUPERS announces new REGA and CREO listings

BUPERS recently published NAVADMIN 095/97 which provides rating availability for non-designated strikers, advancement forecasts, CREO rating classifications and critical skills lists.

Career Sailors considering a change of rating and those concerned about career advancement in their present rating should review the CREO categories to determine the best opportunities. Conversions will only be considered when a Sailor is attempting to leave a rating that is in CREO 2 or 3 and enter a CREO 1 rating.



This version of CREO/REGA has eliminated separate categories for male and female Sailors. First-term and career Sailors now reflect a single category for manning classifications and several rates have merged or will merge in the near future.

First-term Sailors should carefully review the information in the NAVADMIN 095/97 and review their plans with local career counselors to ensure all requirements and qualifications are met before making a rating entry decision. ⚓

Sideburn standards revised

To achieve more uniform hair standards for men, BUPERS recently released new guidelines on sideburns. The change is described in NAVADMIN 140/97.

Previously, sideburn length could extend to the bottom of the ear. Effective immediately, sideburns will not extend below the point level with the middle of the ear. As was previously the case, sideburns will be neatly trimmed, even in width (not flared) and exhibit a clean shaven horizontal line.

Further information is available through NAVADMIN 140/97, or by calling Master Chief Montgomery, Navy Uniform Board, at 224-5075 or (703) 614-5075. ⚓

Shipmates



Aviation Boatswain's Mate (Handler) 2nd Class (AW) Theatris Grisby from Los Angeles was selected Petty Officer of the Month for April aboard USS *Independence* (CV 62) forward deployed to Yokosuka, Japan. He was recognized for his leadership and managerial skills, assuring the crash and salvage crews are properly manned and the equipment is inspected and ready for flight operations.



Personnelman 1st Class (SW/AW) Emma N. Serrano was selected Commander Naval Surface Group, Middle Pacific 1st Quarter 1997 Sea Senior Sailor of the Quarter. Serrano, a native of Manila, Republic of the Philippines, was selected for her outstanding professional achievements, service and personal dedication while serving as personnel officer and command career counselor aboard USS *Salvor* (ARS 52).



Electronics Technician 1st Class (SS/DV) Alex W. Griffen was selected as Deep Submergence Unit's 1996 Sea Sailor of the Year. Griffen, a native of Oakland, Calif., was selected for his professional achievements, outstanding leadership and technical knowledge. He piloted Deep Submergence Vehicle *Sea Cliff* (DSV 4) to depths of more than 11,000 feet and conducted research on deep water vents.



Dental Technician 3rd Class Shawnti D. Hickman was recently selected as the Naval Training Center Junior Sailor of the Quarter. Hickman, a native of Port Norris, N.J., is currently assigned to Recruit Dental Clinic #1000 where she serves as a chairside dental assistant. Her expanded duties in endodontics and periodontics allow her to be a most versatile technician and provide outstanding dental service.



Radioman 2nd Class (SW) Travis W. Dawson was selected as the 1997 Joint Chiefs of Staff (JCS) Sailor of the Year. The York, Pa., native was recognized for his information system technology skills in managing the JCS 1500 user local area network. Dawson was awarded the Navy Commendation Medal. He is also the first second class petty officer to be named JCS Sailor of the Year.



Lory Cross was selected as Employee of the Year, 1996 for Naval Air Reserve, Point Mugu, Calif. As assistant travel coordinator she revised the Point Mugu Reserve community's TAD instruction which streamlined procedures for requesting TAD and other travel requirements. Cross also provided expeditious and attentive quality service in all areas of travel.

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Photo by PH3 Damon Moritz

The newly-frocked Sailors of the Year gather on the steps of the Capitol during their tour of Washington, D.C. From left to right are DTC(SW) Hazelann K. Teamer, AWC(AW/NAC) Robert W. Betts. ETC(SS) Bryan C. Robertson and ETC(SS) Kevin Hall.

Photo by PHCS Terry Cosgrove

Photo by PHC(SW) John Gay

Photo by PH1 James Hampshire

Photo by JO2 Todd Stevens

ALL HANDS

MAGAZINE OF THE U.S. NAVY

OCTOBER 1997

Any Day in the Navy



Anytime, Anywhere

in the WORLD

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Any Day in the Navy

May 8, 1997, was just like any other day in the Navy. Ships and Sailors were deployed around the world projecting power, "Forward ...From the Sea." Some men and women went to work that day only miles from home, while others were at sea thousands of miles away from their families.

Our Navy is a global organization with a common purpose and spirit. This special issue of *All Hands* salutes our Sailors and captures how they serve our country "Any Day in the Navy — Anytime, Anywhere in the World." ⚓



On the Cover
Before an F-14A *Tomcat* has time to clear USS *Nimitz*'s (CV 68) flight deck, ABHC(AW) Daryl Charles stands ready to taxi the next approaching jet to the catapult for launch. Charles is a native of St. Louis. *Photo by PH3(AW) James H. Watson, USS* Nimitz *(CV 68)*

n the WORLD



▲ AT3 Rick Morgan of San Diego troubleshoots an Anti-Submarine (SH-60B) *Seahawk* helicopter attached to Light Helicopter Anti-Submarine Squadron (HSL) 45, Det. 5, aboard the guided-missile frigate USS *Ingraham* (FFG 61). *Photo by PH2 Thomas Lorenzson*



▲ ABH2 Glen Newbins, of Denver, "hands off" a taxiing F/A-18 *Hornet* aboard USS *Independence* (CV 62). *Photo by PHAN Christopher L. Pistol, VF-154 TARPS, USS* Independence *(CV 62)*

◀ SM2(SW) Willie riffin from Jackson, liss., sends flag gnals from the gnal bridge of USS ohn C. Stennis (CVN 4). *Photo by PH3 like Larson, USS* ohn C. Stennis CVN 74)



◀ RM2 Ed Hertzop, assigned to the Navy's Leap Frogs, jumps from a C-130 cargo aircraft as GM1 Chad Clements of Seal Team 1 captures it on film. *Photo by PH2 Felix Garza, Fleet Imaging Command, San Diego*



Any Day

▲ An Anti-Submarine (SH-60B) *Seahawk* helicopter rests on the fan tail of the guided-missile frigate USS *Ingraham* (FFG 61), which is deployed to the Arabian Gulf to monitor commercial shipping in the region. *Photo by PH2 Thomas Lorentzson*

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In the Navy



◄ SN Synthia L. Perry, of West Palm Beach, Fla., stands the 1800-2000 port quarter watch onboard USS *John F. Kennedy* (CV 67). *Photo by JO1(AW) Michael R. Hart, USS* John F. Kennedy *(CV 67)*

▼ BMC(SW/AW) Charles Donelson Jr., Officer Candidate School company commander, reminds a candidate to make sure he shaves closer next time. *Photo by JO2 David Brian Rush, NAS Pensacola, Fla.*



Any



➤ MRFN Ignacio Lopez of San Benito, Texas, changes an indexing head in the MR Shop aboard USS *John F. Kennedy* (CV 67). *Photo by JO1(AW) Michael Hart, USS* John F. Kennedy *(CV 67)*



◄ STG3 Cody Brewer of Oklahoma City performs preventive maintenance on a .50-caliber machine gun aboard the guided-missile destroyer USS *Fitzgerald* (DDG 62) while underway in the Arabian Gulf. *Photo by PH1 Wayne Edwards*

▼ SA Jason Piniol (left) delivers a practice injection to a reluctant SR Jennifer Westfall. Instructor, LT Deborah Grissinger, a native of Virginia Beach, Va., observed and graded the procedure at Naval Hospital Corps School, Great Lakes, Ill. Piniol is from Honolulu and Westfall is from Livingston, Mont. *Photo by LCDR Deborah A. Sherrock, Naval Hospital Corps School, Great Lakes, Ill.*





Time

▲ PH3 Neal G. TenEyck finishes shaving in his barracks room before going into work to take pictures of people during "Any Day in the Navy" 1997. *Photo by PH3 Neal G. TenEyck, Fleet Imaging Center Pacific, Atsugi, Japan*

Anywhere



➤ CECA Paul Ramirez (left) and CE3 Mark Simmons from the Public Works Department's high voltage line crew, climb a communication pole to connect primary electrical conductors less than 100 feet from the active mine field separating Cuba from U.S. Naval Station Guantanamo Bay, Cuba. Simmons is from Sydney, N.Y., and Ramirez is from San Antonio. *Photo by JO3 Tonia M. Varner, Naval Station Guantanamo Bay, Cuba.*



➤ RM2 Jessica Hannah of Buffalo, N.Y., troubleshoots a communications circuit at the Navy Computer and Telecommunication Station, Yokosuka, Japan. *Photo by PH2 Russell P. Wolfkiel, Fleet Imaging Facility Pacific, Yokosuka, Japan*

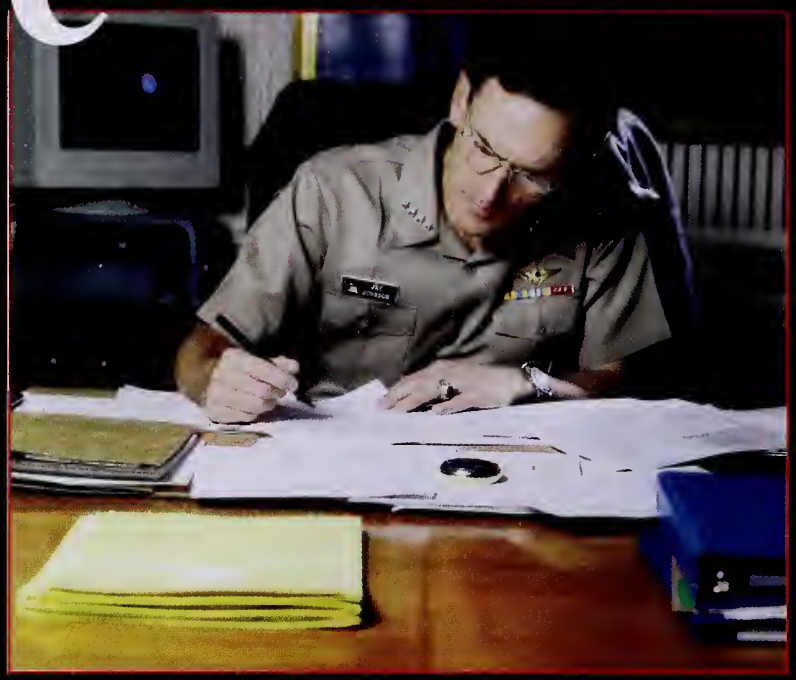
➤ Students at Naval Aviation Training Command, NAS Pensacola, Fla., march from place to place between classes. *Photo by PHAN David Carter, Naval Aviation Training Command, NAS Pensacola, Fla.*





➤ AK1 Thomas Clarkson (fourth from left) invited two co-workers to lunch to meet his two nieces from the Republic of the Philippines. From left to right: Josie Radona, Zambalas, Republic of the Philippines; Dana Radona, Zambalas, Republic of the Philippines; PH3 Neal G. TenEyck, E. Rochester, N.Y.; Clarkson, Sumter, S.C.; PH1(AW) Mathew Young, Longmint, Colo.; and Lucy Clarkson, Zambalas, Republic of the Philippines. *Photo by PH3 Neal G. TenEyck, Fleet Imaging Center Pacific, Atsugi, Japan*

In the



➤ Chief of Naval Operations Admiral Jay Johnson works in his office prior to his morning meeting with the Vice-CNO and other staff members. *Photo by PH2 Ephraim Rodriguez, CNO Staff*

➤ STS2(SS) George L. Shipman from Everett, Wash., prepares the potable water hose for USS *Topeka* (SSN 754) at Submarine Base Pearl Harbor. *Photo by PH1(AW/SW) Timothy W. Tow, SUBASE, Pearl Harbor*





◄ SM2(AW) Valarie Warecki makes preparations to dress out USS *McKee* (AS 41) for a change of command ceremony. *Photo by PH1 Anthony L. Dowell, USS* McKee *(AS 41)*

▼ During flight operations aboard USS *Peleliu* (LHA 5), handling the launching and recovering of aircraft on Spots 6 through 9 requires ABH3 Rudy E. Yanit's complete concentration. Yanit is from San Jose, Calif. *Photo by PH1(AW) L.L. Nixon, USS* Peleliu *(LHA 5)*





◄ SMSA Sherry Albright of Sylvania, Ga., takes a call while working in the office for the Naval Support Activity Monterey Bay swimming pool. *Photo by JO1 Diane Jacobs, Naval Postgraduate School, Monterey, Calif.*

WORLD



▲ A bowline takes shape as BM2 Tim Dooley instructs MS3 Sandra Askew in a centuries-old art. Both Dooley and Askew are Reservists in Kansas City. *Photo by JOC Walton Whittaker*

Any Day





◄This member of Boot Camp Company DW227, Great Lakes Recruit Training Center, formed up as usual on May 8, 1997. *Photo by JO1 Daniel Charles Ross, NAVINFO Midwest Det. 113, Great Lakes, Ill.*

In the Navy



➤ FC3 Josh Bacca (left) of Turlock, Calif., and FC2 Jeff Pettitt of San Jose, Calif., perform weekly barrel cleaning on CIWS during a flight evolution aboard USS *Constellation* (CV 64). *Photo by PH3 James William Olive, USS* Constellation *(CV 64)*

Any Time



➤ A young visitor is introduced to HMC(SW) Kinley L. Fisher's Madagascar hissing cockroach at the Uniformed Services University of Health Science exhibit during Public Service Recognition Week on the National Mall. Photo by HM2 Thomas C. Balfour, Uniformed Services University of Health Sciences, Bethesda, Md.



➤ Members of the crew of USS *Constitution* undergo sail training aboard *Rose* which sailed into Narragansett Bay. *Photo by PHC(SW) John Gay, Naval War College, Newport, R.I.*



▲ MS3 Lutgardo Babiera, a native of Laguna, Republic of the Philippines, kneads dough for lunch rolls in the bake shop of USS *Blue Ridge* (LCC 19). *Photo by PH3 Aaron M. McGrath, USS* Blue Ridge *(LCC 19)*

Anywhere



➤ Basic Underwater Demolition SEAL course student Seaman George Hunt of Mapleton, Ga., navigates the "monkey bars" at the obstacle course at Naval Special Warfare Center, San Diego. *Photo by PH2 Felix Garza, Jr.*



◄ SN Kathryn Lang of Merced, Calif., looks through the pages of *All Hands* magazine onboard USS *Blue Ridge* (LCC 19). *Photo by PH2(SW) Brad C. Dillon*



➤ GMG3 Chris Shue shows AO1 Carl Easter how to clean the M-60 machine gun aboard USS *Dwight D. Eisenhower* (CVN 69). *Photo by PH3 Michael Cox, USS* Dwight D. Eisenhower *(CVN 69)*



◄ AN Desuana C. Willis of Muskogee, Okla., performs a daily inspection on an F/A-18 as part of her plane captain duties at VFA-106 at Naval Air Station Cecil Field. *Photo by ATC(AW) June M. English*

In the



▲ SN Joy Lopez, a native of New York City, steers a passenger ferry away from the pier at Ford Island, Pearl Harbor. The ferry, a 15-meter utility boat, is used to take Sailors and civilian workers to and from the naval base and Ford Island. *Photo by JO1 (SW/FMF) S.A. Thornbloom, CINCPACFLT Public Affairs, Pearl Harbor*



➤ GM3 Shad Tucker of Killeen, Texas, lubricates the chase of a 5-inch, 54-caliber MK-45 gun mount aboard the guided-missile destroyer USS *Fitzgerald* (DDG 62) after the ship conducted firing exercises while deployed in the Arabian Gulf. *Photo by PH1 Wayne Edwards*

◄ Fire fighter Jeffrey Ford climbs the ladder of a U.S. Navy fire truck during training exercises at NAS Whidbey Island, Wash. *Photo by PH1(AW/NAC) Richard J. Davis, Fleet Imaging Center Pacific, Oak Harbor, Wash.*



WORLD

Any Day



➤ AN Dawn Williams makes her first suture on an emergency walk-in patient while HM3 Shawn Morgheim observes her work. *Photo by PH2 Daniel J. Quinajon, USS* Abraham Lincoln *(CVN 72)*

➤ MM3 Steven Heavyside from Indianapolis takes a liquid oxygen sample from the O^2N^2 plant aboard USS *John C. Stennis* (CVN 74). *Photo by PHAN Steven Peyman, USS* John C. Stennis *(CVN 74)*



➤ USS *Peleliu* (LHA 5) Sailors and Marines prepare to land combat-ready Marines ashore by helicopter and amphibious craft off the coastline of the mythical country of Pendelton. *Photo by PH1(AW) L.L. Nixon, USS* Peleliu *(LHA 5)*



In the Navy

Any



▼ SM3 Axel Sanchez of Bronx, New York, starts the day off right by raising "Old Glory" as USS *John C. Stennis* (CVN 74) gets under way. *Photo by AN Jayson D. Hoffer, USS* John C. Stennis *(CVN 74)*



➤ SWCR James P. Lord cuts a girt from the old galley's A-frame while deployed with NMCB 3 to Camp Mitchell, Rota, Spain. *Photo by JO1 Charles L. Bear, NMCB 3 public affairs on deployment to Rota, Spain*

Time



◄ HM2 Kenneth M. Bowen counts the white cells in a blood sample to determine the type of infection present. *Photo by PH2 (AW) Brian D. Parsano, USS* John C. Stennis *(CVN 74)*

➤ (From left to right) AC1(AW/SW) Henry Straub of Tupperlake, N.Y., AC2 Kelly Manon of Muskogee, Okla., AC2(AW) Stacy Morgan of Kimball, Neb., and AC1(AW/SW) Bobby MacHale of Orange, Calif., keep the aircraft straight from the control tower. *Photo by PH2 August Sigur, Fleet Imaging Center Pacific, San Diego*





◄ MS3 Lott Babiera heads to his work center on board USS *Blue Ridge* (LCC 19), which is homeported in Yokosuka, Japan, and flagship of Commander, U.S. Seventh Fleet. *Photo by PHAN Laura A. Woznak, USS* Blue Ridge *(LCC 19)*

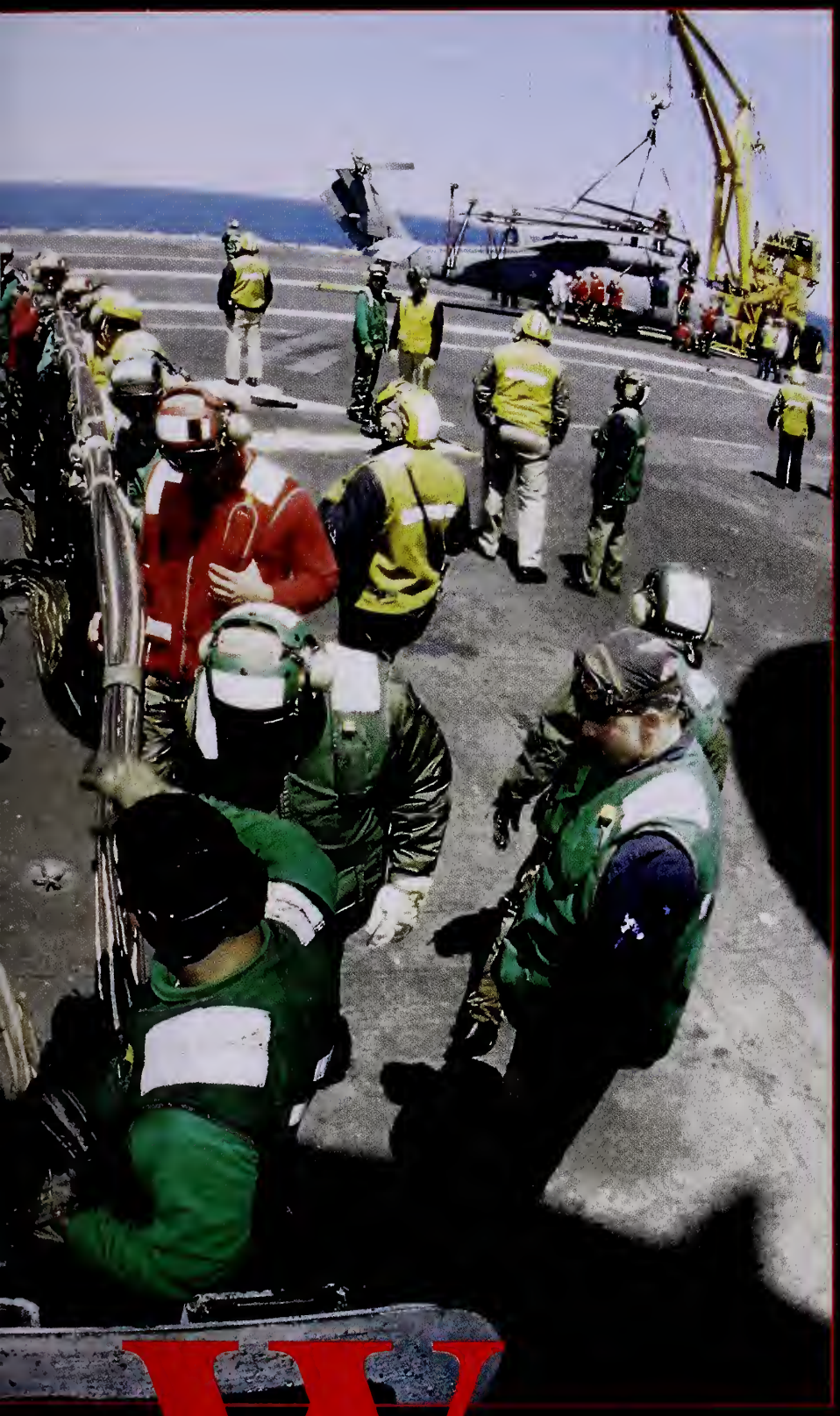


Anywhere

Any Day in the Navy



Anytime, Anywhere



◀Sailors restow the barricade on the flight deck of USS J*ohn C. Stennis* (CVN 74). *Photo by PH1(AW) James Williams, USS* John C. Stennis *(CVN 74)*

in the WORLD

Any Day



➤ During an EOD training exercise in Yokosuka, Japan, BM1(EOD) Danny Johnson of Detroit Lakes, Minn., listens to see if the clockwork fuse on an MK-82 500-pound bomb is ticking before disarming it. *Photo by PH1(AW) David Tucker, Fleet Imaging Facility Pacific, Yokosuka, Japan*

◄ SN Christopher Jackson of Lanham, Md., stands the fantail lookout watch as USS *Lewis B. Puller* (FFG 23) steams toward the Coronado Bay Bridge in San Diego. *Photo by PH2 Rodney J. Furry,* All Hands, *FSD San Diego*

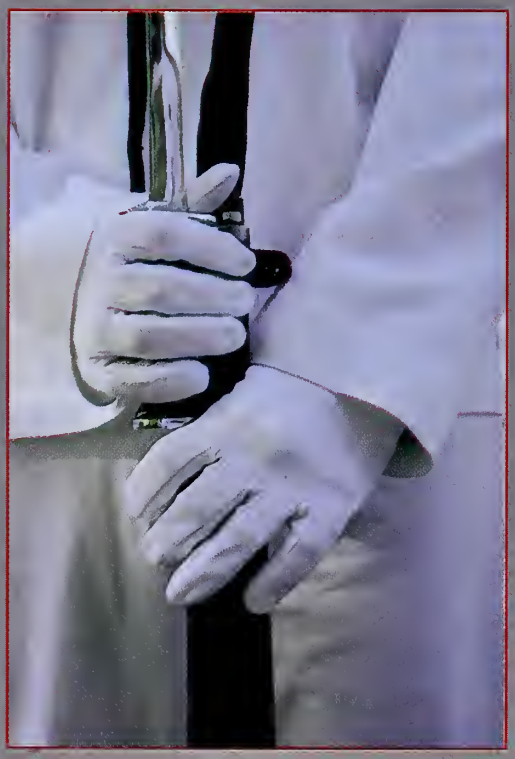
▼ SN Ken Hardesty of USS *Frederick* (LST 1184) scrubs the star on the tank ramp. *Photo by PH1(AW) Donald E. Bray NAVSUBTRACENPAC Pearl Harbor*





In the Navy

▼ A ceremonial guard member attaches the silver bayonet to a rifle. The Navy's Ceremonial Guard typically participates in more than 2,000 events each year. *Photo by JO2 Jason Thompson, Naval Media Center, All Hands magazine, Washington, D.C.*





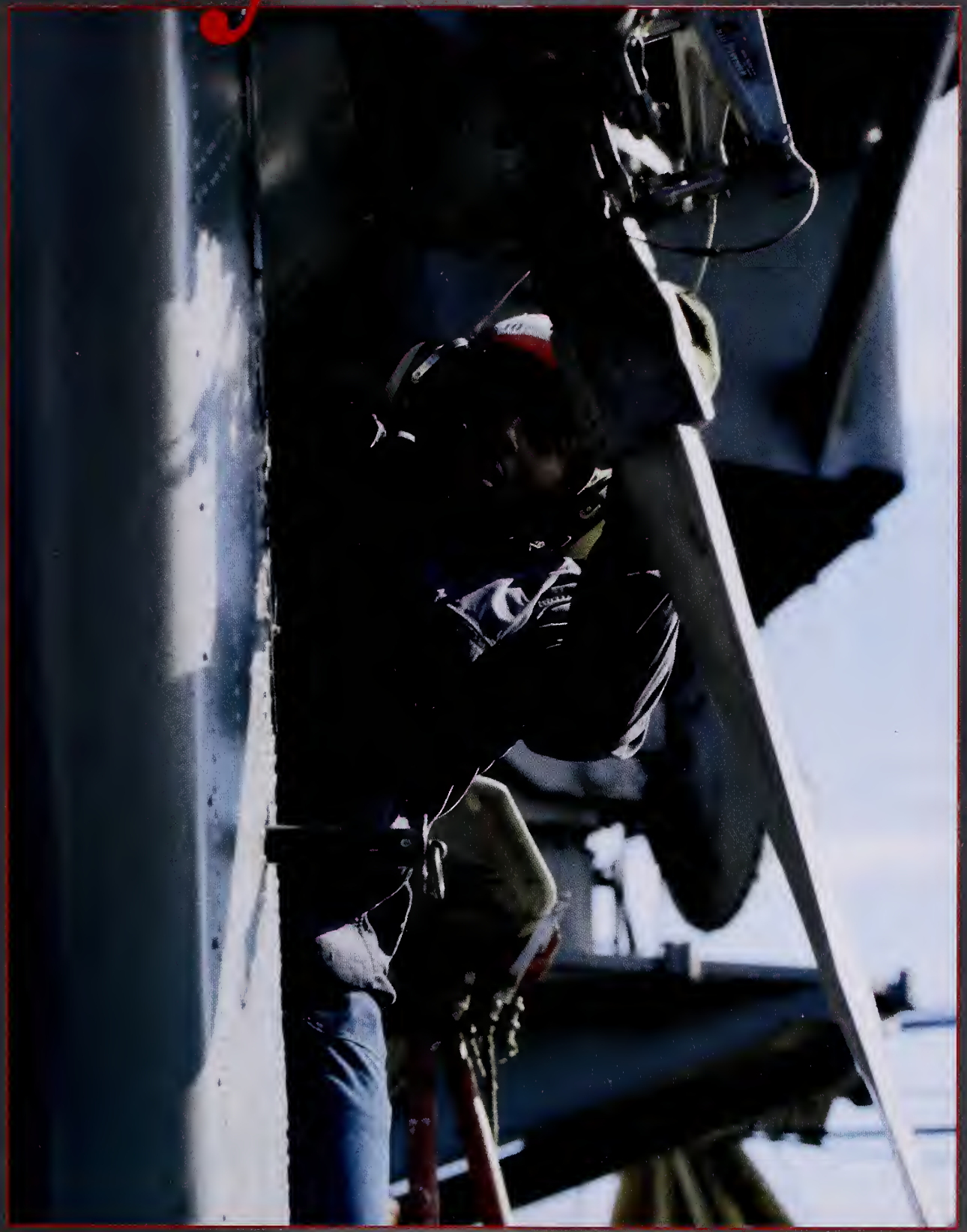
▲ YNCS Gerald Armington of Dallas volunteers once a week to read to Mrs. Miller's 3rd grade class at LeMay Elementary School, Belleview, Neb. *Photo by Air Force Senior Airman James VanArsdale, STRATCOM, Offutt Air Force Base, Neb.*

➤ Preflight operations are a part of everyday life in Norfolk-based squadron HS-5 attached to USS *John C. Stennis* (CVN 74). *Photo by PH2 Rick Soileaux, USS* John C. Stennis *(CVN 74)*



➤ Hose Team 1 of Repair 1F, fights a simulated Class-Alpha fire during General Quarters drills on USS *Independence* (CV 62). Photo by PH3 Jason Matthew Stiles, VF-154, TARPS

Anytime





Anywhere



▲ AC2 Dennis Pender egresses from the helo dunker at the Naval Aviation Survival Training Facility at Naval Air Station Norfolk. *Photo by PH2 Andy McKaskle*

▼ AN Ricky Padot checks for broken wires while working on an avionics computer aboard USS *Dwight D. Eisenhower* (CVN 69). *Photo by PH2 Shawn Eklund, USS Dwight D. Eisenhower (CVN 69)*



◄ A hummer, directed by the beach team, departs Assault Craft Unit 1's LCU during an insertion exercise on Naval Amphibious Base Coronado, San Diego. *Photo by PH1(SCW) Charles P. Cavanaugh, Fleet Imaging Center Pacific, San Diego*



◄ GMG2 Amos Farmer of Chicago back strokes to finish the second-class swim test at Gab Gag Pool, Guam. *Photo by IS1(SW) Donald P. Maury, Naval Special Warfare Unit*

In the



◀ HM1 Gail Suttles of Gulfport, Miss., gives her daughter, Leigha, a good-bye hug at the Child Development Center. Suttles is stationed at Naval Hospital, Pensacola, Fla. *Photo by PH2 Eric W. Kleinkopf, Naval Technical Training Center, Corry Station, Pensacola, Fla.*





▲ U.S. Navy Ceremonial Guard prepares for a funeral service at Arlington National Cemetery. *Photo by PHAA Laura Heinkel, Naval Media Center, Washington, D.C.*



▼ AC2(AW) William Dewey of Weedsport, N.Y., and AC2(AW) Dave Hansen of Arvada, Colo., track incoming aircraft at NAS North Island, Calif. *Photo by PH2 August C. Sigur.*

WORLD

Any Day



▲ More than 300 Sailors and civilians participated in the NAS JRB Willow Grove annual 10K run. *Photo by PH2 Marie Harmon, NRLANTFLTIMAGU 193*

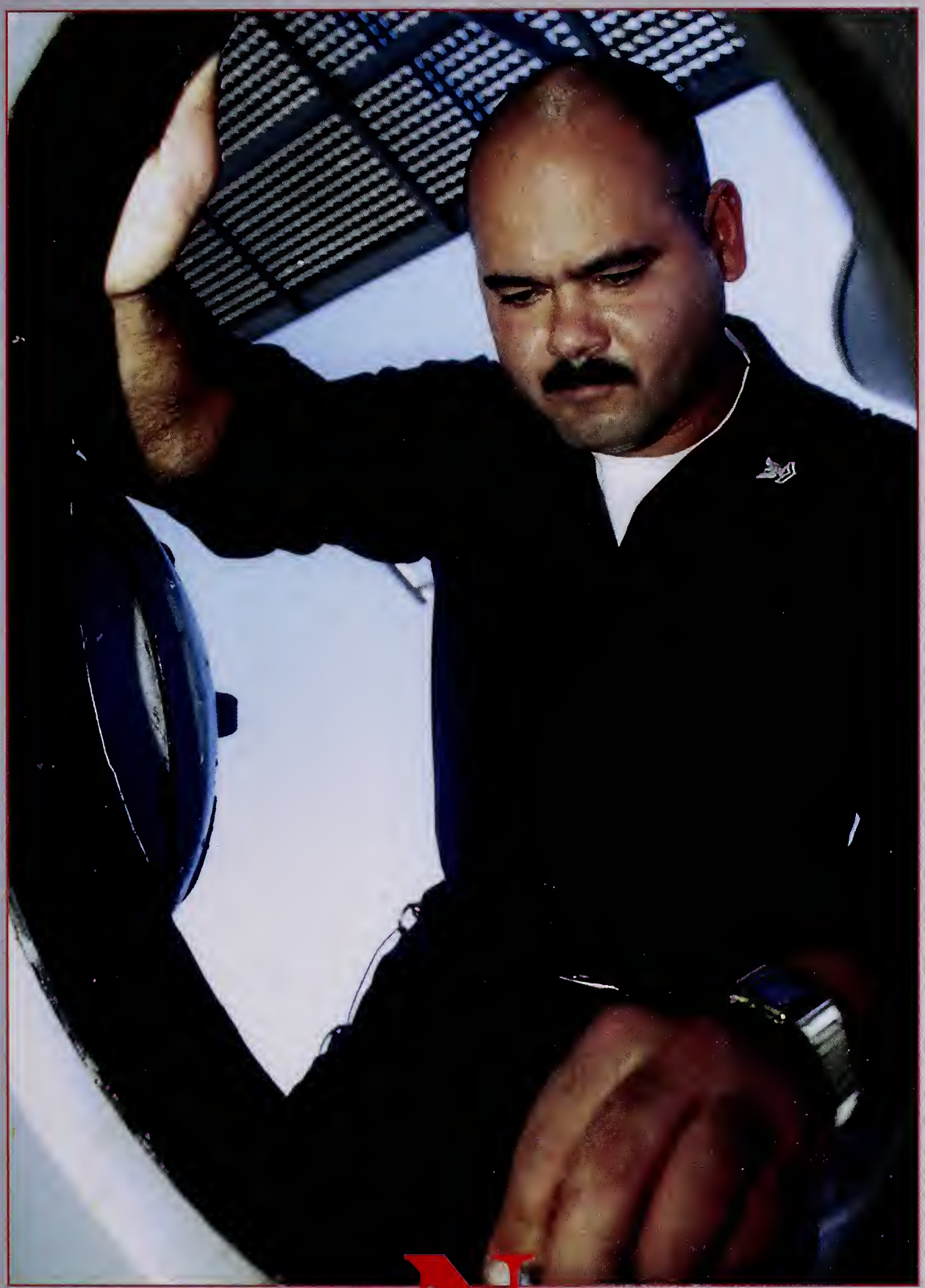


▲ Medical drills allow the use of fake blood and wounds. In this ambulance scenario, HN Jeremy Biehn (left) of Pueblo, Colo., starts an IV for training "victim" HM3 Michael W. Wells of San Jose, Calif. *Photo by PH1(AW/SW) Barry Q. Orell, NAS Lemoore, Calif.*

➤ TM2 Angel Montanez of Puerto Rico cleans a rack on the MK 32 torpedo tubes aboard the guided-missile destroyer USS *Fitzgerald* (DDG 62) while under way in the Arabian Gulf. *Photo by PH1 Wayne Edwards*

▼ CAPT Ronald J. Buchmiller leads his congregation in prayer during Catholic Mass aboard USS *John C. Stennis* (CVN 74). *Photo by PH1 (AW) James Williams, USS* John C. Stennis (CVN 74)





In the Navy



▲ HT3 Mark Cookson, a native of Cleveland, arc welds a desk frame aboard USS *Theodore Roosevelt* (CVN 71). *Photo by PHAN Donne McKissic, USS* Theodore Roosevelt *(CVN 71)*

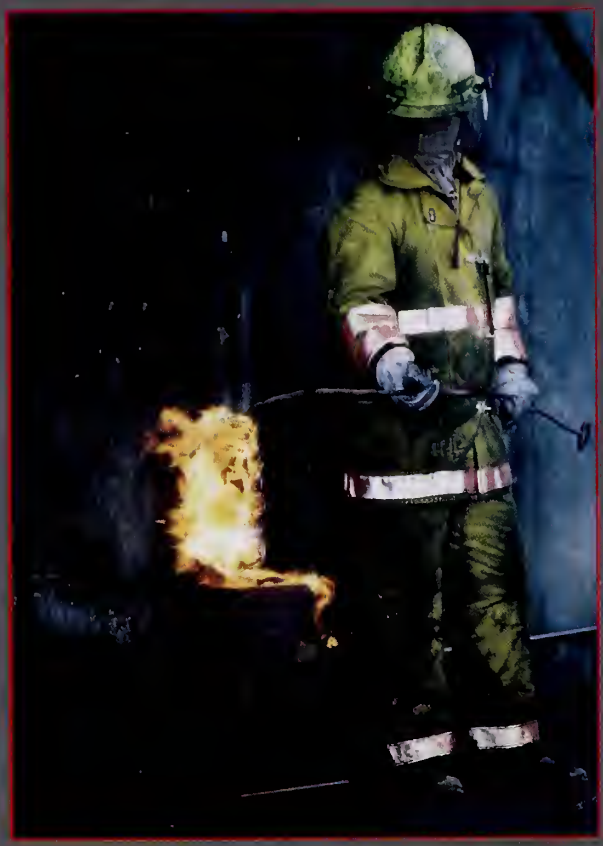
Anytime



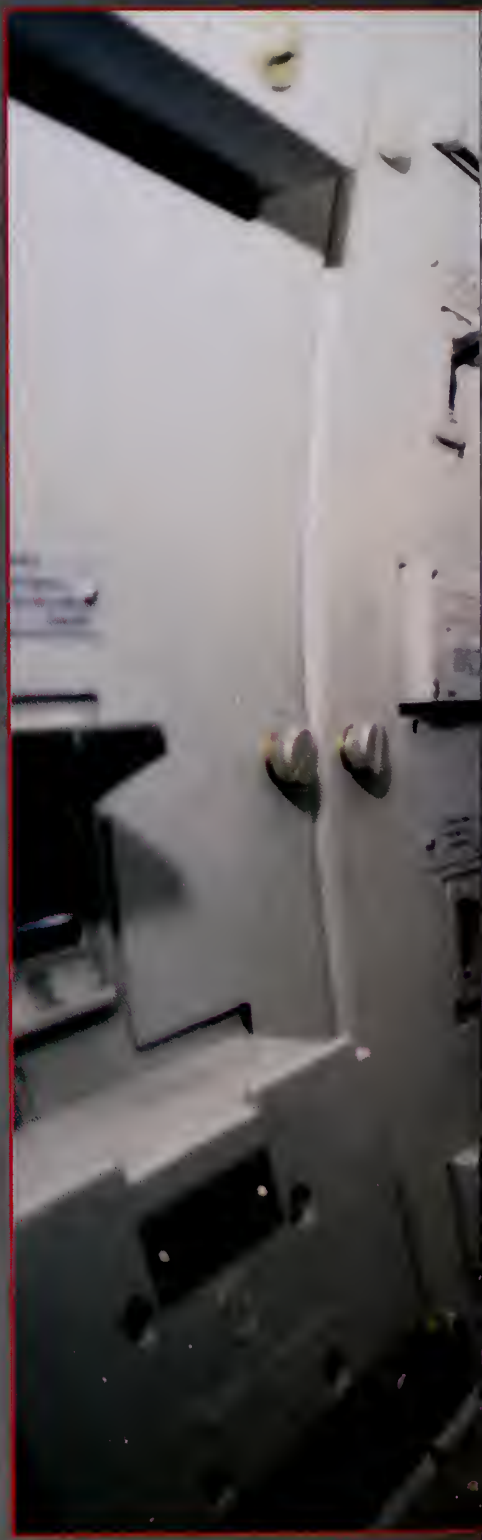
▲ AG3 Charles of Columbus, Ga., launches a bathythermograph probe aboard USS *John F. Kennedy* (CV 67) to determine the water temperature at various depths. *Photo by PH2 Scott A. Moak, USS* John F. Kennedy *(CV 67)*

▼ AN Steven Torres, a native of San Antonio, checks an S-3 Viking's weight document aboard USS *Constellation* (CV 64). *Photo by PHAN Timothy C. Edwards, USS Constellation (CV 64)*





▲ DC3 Kenneth Little lights a smudge pot that will be used for setting fires for training at Afloat Training Group Western Pacific Fire Fighting School. *Photo by PH2 Daniel Allen Taylor, Fleet Imaging Facility Pacific, Yokosuka, Japan*



▲ EMFN Jamie Burnett of Dallas performs an underway loss of power check in Load Center 72 aboard USS *John C. Stennis* (CVN 74). *Photo by PH1 (AW) James Williams, USS* John C. Stennis *(CVN 74)*

▼ BM1 Emilio Ballentos (left) of Flint, Mich., and SR Marlo Olley of Claremont, Calif., monitor a plotting board aboard the guided-missile destroyer USS *Fitzgerald* (DDG 62). *Photo by PH1 Wayne Edwards*





Anywhere

In the



➤ ET2 Michael A Whittaker, a native of New York, repairs a circuit board for an approach radar at the Ground Electronics Shop at NAS Lemoore, Calif. The board was later installed in the operations tower. *Photo by PH1(AW/SW) Barry Q. Orell, FASO Det., NAS Lemoore, Calif.*



◄ MU3 Mark Stout from Grove, Okla., practices his saxophone before rehearsal with the Navy Band, Great Lakes, Ill. *Photo by MU2 Robert W. Gaffney, Navy Band, Great Lakes, Ill.*



➤ HN Sam McCarthy of Rexville, N.Y., inventories an emergency medical kit in the medical department aboard USS *Dwight D. Eisenhower* (CVN 69). *Photo by PHAN Mark Brackin, USS* Dwight D. Eisenhower *(CVN 69)*



WORLD

▲ AD2 William Howard (seated) of Oakland, Calif., conducts a series of tests on an F-14 jet engine aboard USS *John C. Stennis* (CVN 74). *Photo by PHAN Richard J. Brunson, USS* John C. Stennis *(CVN 74)*

Any Day in the Navy



▲ HT1 Keith Smith of Norfolk, Va., browses through the book stacks in the library aboard USS *John C. Stennis* (CVN 74). *Photo by PH1(AW) James Williams, USS* John C. Stennis *(CVN 74)*



◀ BUCN Kim Prescott of Galesburg, Mich., chips excess mortar off the window ledge of the new Single Sailor Facility under construction at NAS North Island, San Diego. Prescott is assigned to NMCB 133. *Photo by JO3 Steve Morin, NAS North Island, San Diego*



▲ AN Jason Bollig of Idaho Falls, Idaho, replaces the slot seal on Catapult #2 after the "Launch Complete" signal was announced from USS *Independence's* (CV 62) Primary Flight Control. *Photo by PH3 Dwayne S. Smith, USS* Independence *(CV 62)*



➤ A crew member onboard USS *Shreveport* (LPD 12) attaches the cargo net during a vertical replenishment with USS *John C. Stennis* (CVN 74). *Photo by PH2 Rich Soileaux, USS* John C. Stennis *(CVN 74)*



◄ Tony Ramos, a native of Baguio City, Republic of the Philippines, picks fresh mint from the Silver Dolphin Bistro's herb garden for garnishing the lunchtime meal. *Photo by JO1 Rita Bargeloh, CINCPACFLT Public Affairs Office, Pearl Harbor*



➤ One-year-old Nicholas Bishop gets his heart checked by HM3 Bryant Smith at the Green/White Family Practice Clinic, Newport, R.I. *Photo by Ron Fontaine, Public Affairs Office, NETC, Newport, R.I.*



Anytime

Anywhere



▲ AD3 Michelle R. LaPasso of Lansdale, Pa., finishes up paperwork while on board an RC-12 on the way to St. Croix, U.S. Virgin Islands. *Photo by Nestor Rodriguez, Atlantic Fleet Weapons Training Facility*



▲ The Navy yacht *Defiance* sailed into San Diego Bay, May 8, 1997. *Photo by JO2 James M. Drake*



◀ HM2(FMF) Edgar Hermogino, the military advisor of Company 97090, inspects his basic Hospital Corps School students in San Diego. Hermogino is from Dededo, Guam. *Photo by HM2(FMF) Richard Sloan Angulo, Naval School of Health Sciences, San Diego*



▼ AZAN Austin Adkins of New Orleans rinses off the tail section of a TA-4J during a plane wash at VC-8, Naval Roosevelt Roads, Puerto Rico. *Photo by PH1(NAC) Michael J. Rinaldi, Fleet Imaging Center Atlantic, Jacksonville Det., Roosevelt Roads, Puerto Rico*

In the WORLD

Any Day in the Navy

On the Back Cover
IC3 Jason Vanpelt of USS *Wadsworth* (FFG 9) climbs the ship's mast to perform maintenance. *Photo by PH3 David Mercil, FICP Barber Point, Pearl Harbor*

Roughly 2,000 images were submitted for the "Any Day in the Navy" project. The images featured in this issue were selected for Navy community representation, content and technical merits.

Images not chosen for this issue are archived and may be used in future Naval Media Center publications. A special thanks to everyone who submitted photographs and helped make this special issue possible.

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PH2 Felix Garza Jr.
MU2 Robert W. Gaffney
PHC(SW) John Gay
PH2 Marie Harmon
JO1(AW) Michael R. Hart
PHAA Laura Heinkel



➤ Sailors find the Florida fog doesn't hide items on the ground during the FOD walk down in front of VFA-106's flight line. *Photo by ATC(AW) June Marcelle English, STRKFITRON 106, NAS Cecil Field, Jacksonville, Fla.*

AN Jayson D. Hoffer
JO1 Diane Jacobs
PH2 Eric W. Kleinkopf
PH3 Mike Larson
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ALL HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 1997

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BATTLE STATIONS!

Can You Pass This Test?

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Fer



SM3 Felix Dominguez, who is stationed aboard USS Constellation (CV 64), signals by flashing light to other battle group ships. Constellation and the embarked air wing are deployed to the Arabian Gulf to enforce no-fly zones and monitor commercial shipping in the region.

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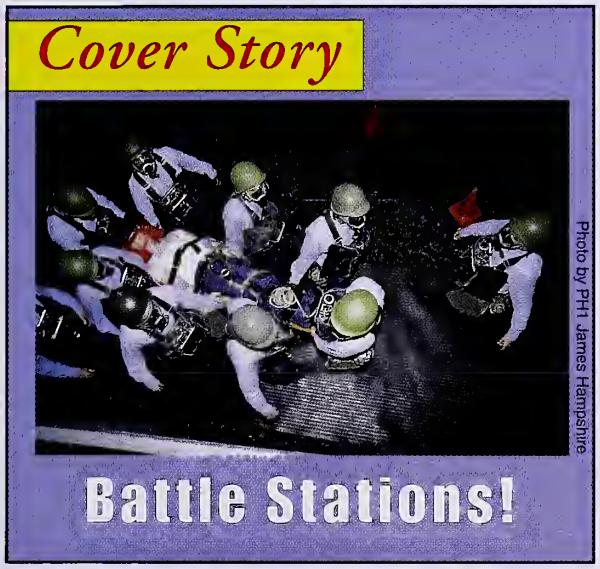
ALL HANDS

November

Number 968



Photo by Jim Brennan



Cover Story

Photo by PH1 James Hampshire

Battle Stations!





Photo by PH1 Lance Kirk

Page 6 Page 22 Page 16

FEATURES

2 *When Duty Calls*
Sailors in Guam rescue victims of Korean Airlines Flight 801.

6 *USS Seawolf (SSN 21)*
The Navy's newest, fastest, quietest and most heavily-armed submarine ever made prepares to move into the 21st century.

12 *BALTOPS '97*
Naval forces, both small and large, operate side by side during this year's annual Baltic Operations exercises.

16 *Boy Scout Jamboree '97*
Sailors bring fleet experience to this year's Scouts in the Virginia countryside.

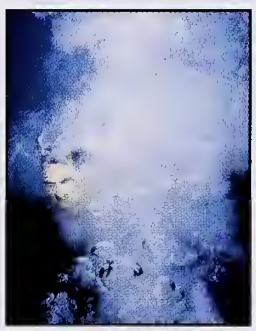
22 *BATTLE STATIONS !*
Boot Camp has a new final exam and recruits are finding out what it means to be a Sailor.

30 *Hunters of the Deep*
Fire control technicians perform mental gymnastics to ensure a submarine's stealthy platform.

34 *1,000 Men and a Baby*
CBS boards USS *New Orleans* (LPH 11), to make a TV movie about the Sailors in *Point Cruz* (CVE 119) during 1953.

DEPARTMENTS

38 *CyberSailor*
40 *Around the Fleet*
46 *Charthouse*
48 *Shipmates*



ON THE COVER

A recruit plunges into the RTC swimming pool during the "Abandon Ship" evolution during Battle Stations. (Photo by PH1 James Hampshire)

ALL HANDS
On Line



Check us out at...
http://www.chinfo.navy.mil/navpalib/allhands/ah-top.html

Sailors rescue crash



Photo by PH2 Rex B. Cordell

▲ Aerial views of Sasa Valley, Guam, where Korean Airlines Flight 801 crashed on the early morning of August 6, 1997.

➤ U.S. Navy, Air Force, Coast Guard and civilian rescuers remove a survivor from the wreckage.



Photo by PH3 Michael A. Meyers

ictims

"Every member of the crew set aside their emotions and got the job done."

— LT Eric Saddler

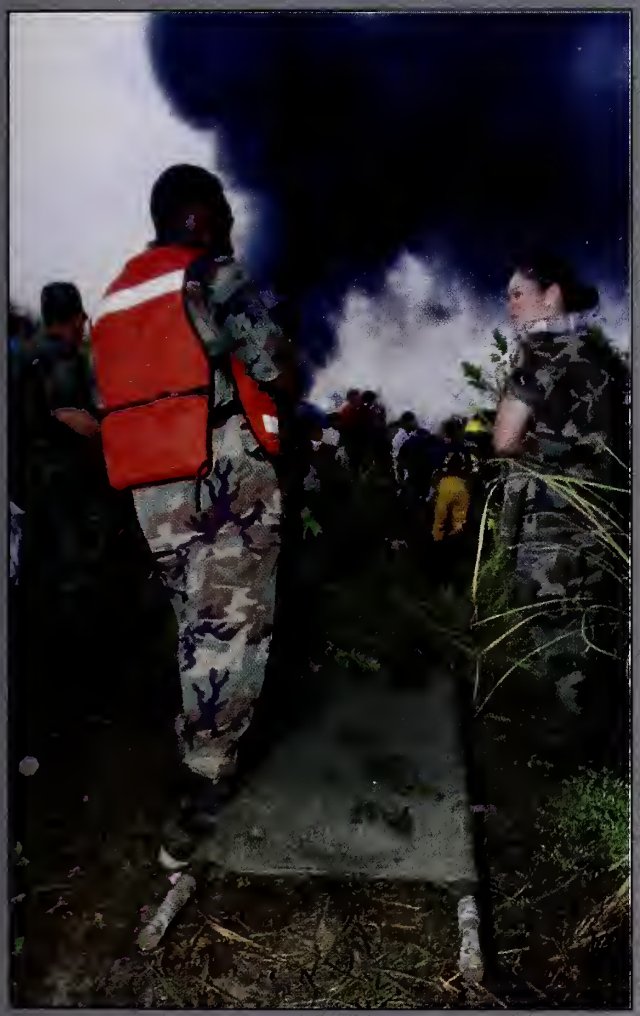


Photo by PH1 Michael A. Myers

▲ U.S. Navy and Air Force rescue personnel stand by to assist in the evacuation of casualties of Flight 801.

When Duty **Calls**

Korean Airlines Flight 801 Crashes in Guam

When help arrived on the scene in Guam, the only available light was the intense burning of wreckage. Weather conditions were poor and it was night.

Korean Airlines (KAL) Flight 801 enroutefrom Korea, went down during its final approach to Agana International Airport, carrying 225 adults, six children and 23 crew members. The plane crashed in the dense jungle known as Sasa Valley.

Officials in Guam immediately called the U.S. military for help. The response was quick.

Navy resources across Guam faced the grim tasks of searching for and recovering the victims of the civilian Boeing 747 aircraft. The support teams also had to move scattered wreckage to avoid further injury. Getting to the survivors was no easy feat.

Naval Mobile Construction Battalion 133, temporarily stationed in Camp Covington, provided heavy equipment to get to the location on the ground. The crew built a road leading down to the crash site and provided a potable water tanker.

Rescue teams challenged the steep, muddy hills and braved the humidity to get to the survivors. The 33 passengers who survived the accident were transported by U.S. Navy helicopters to a triage unit set up at Naval Hospital Guam. In the early stages of the operation, Navy helicopters were the only means of transporting the patients from the crash site.

Helicopter Combat Support Squadron (HC) 5, based at Anderson Air Force Base, Guam, flew CH-46 *Sea Knight* helicopters to the site and provided aerial

surveillance along with Navy personnel from Commander, Naval Forces Marianas (COMNAVMARIANAS). Together they transported many of the survivors from the rugged hillside to the medical centers Naval Hospital Guam and Guam --Memorial Hospital.

"My adrenaline was pumping, but my mind was always on the situation," said Hospital Corpsman 2nd Class Robert Powell, a crew member on HC-5's "Knightrider 3." "The mission went very smoothly and the crew worked together very well," he said. "My job is to save lives, and that's what we did today."

LT Eric Saddler, pilot of "Knightrider 11," hoped that somehow the event was a drill, especially since the details were sketchy when they launched and headed for the crash site. "It didn't seem real until we were actually there," said Saddler. "Even when it was light it seemed surrealistic, but I knew then that it was the real thing. Every member of the crew set aside their emotions and got the job done."

When Petty Officer 3rd Class Mike Spleen, crew chief of Knightrider 11, arrived on the scene he also said that his training paid off, but he had his own way of dealing with the situation. "This is what were trained to do and we did it. This is tragic, but look at the people we saved today."



▲ Fire fighters use an ascent line to pull themselves up the steep slope from the crash site of Korean Airlines Flight 801.

The rescue teams faced many obstacles on this recovery mission, including typhoon Winnie passing off the coast of Guam.

"For seven days straight, it rained on us," said Equipment Operator 1st Class Sam Marotta of Navy Mobile Construction Battalion 40. "Winds were blowing at 25 mph through that valley and the skin of that aircraft was so thin it would start flying off. It was razor sharp."

Rescue efforts were complicated further by the risk of biological contamination.

"We had to wear a mask at all times, and gloves had to be changed constantly," said Marotta. "Most of us out here never experi-



Photo by PH3 Heather S. Gordon-Egbali

◀ Navy medical personnel treat a survivor of Korean Airlines Flight 801 at U.S. Naval Hospital, Guam.



Photo by PH3 Michael A. Meyers

◀ Navy Constructionmen attached to Navy Mobile Construction Battalion 133 (NMCB-33) help build an access road to the crash site of KAL Flight 801.



Photo by PH3 Michael A. Meyers

▲ Exhausted rescuers take a well-earned break.



Photo by PH3 Michael A. Meyers

▲ A fuselage section of Flight 801 smolders after crashing on Guam.

enced anything like this."

A seven-member psychiatric team known as the Special Psychiatric Rapid Intervention Team (SPRINT) also deployed to provide mental evaluations and emotional support for those involved in the rescue efforts.

Other health care professionals from Naval Medical Center San Diego mobilized and were sent to assist in the identifications of victims from the Korean jetliner.

"The response was excellent," said LT Calvin Braley, the medical center mobilization officer. The San Diego team was assembled and ready to go in less than 24 hours. Braley noted that a number of departments were required to act quickly and work long hours to ensure a successful mobilization.

Family members who were waiting for the airliner at Guam International Airport were ushered to the Naval Hospital Chapel for counseling and assistance by Navy Family Service Center personnel and chaplains.

Surgical teams from naval Hospital Yokosuka, Japan and Tripler Hospital, Hawaii were deployed and arrived in Guam to assist.

As families, friends and news agencies around the world struggled to get facts about the downed plane, Navy photographers were on the scene recording images. The photos were the first views news readers had of the accident's tragic aftermath.

The Navy also responded with a spill recovery team and four ambulances. Two fire trucks and about 30 fire fighters from Andersen Air Force Base were also on the scene, along with three ambulances and a rescue vehicle. A mobile kitchen was set up to provide an evening meal and 200 box lunches were prepared at the COMNAVMARIANAS galley.

"The crews responded in an incredible manner," said LT Bill Riley, pilot of "Knightrider 10." "The work load was pretty high and hard, but we got the job done."

"Once we started getting patients into the helicopter, things were better for me," said Powell. "I'm glad so many of the people were alive." ⚓

Story compiled from various sources by Patricia Oladeinde, a staff writer for All Hands.



SEAWOLF

The 21st Century Now

Story by JOSN Cristina Asencio, photos by PHC(SW) John E. Gay

The common buzz in recent months regarding USS *Seawolf* (SSN21) read: "It's the first of its class, with unparalleled technology and stealth -- so something is bound to go wrong."

The commissioning of *Seawolf* met with just the opposite. Coming off a string of flawless sea trials, and a remarkably smooth news media embark, *Seawolf* and its crew had proven their worthiness, with several Sailors proclaiming, "We're ready!"

LCDR Robert Aronson, *Seawolf*'s executive officer, compared the sub to a Corvette. "It goes fast and handles great -- but you don't have enough room for your stuff."

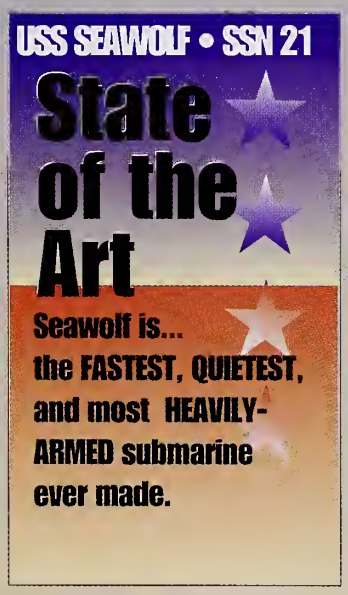
"I specifically asked to get stationed on *Seawolf*," Electronics Technician 1st Class (SS) Andrew Grudi said. "In my opinion, it's definitely ready for commissioning and the crew is anxious to get out to sea."

On that note, he quietly walked off the sub and took his place among the other 126



crew members standing on the dock.

The weather was perfect, with a translucent blue sky and temperatures in the 80s. General Dynamics Electric Boat Division transformed its lone graving dock into an amphitheater, complete with surround-sound speakers blaring Navy Band Newport selections. Rows of chairs lined each side of the deck to accommodate the anticipated 5,000 guests. World War II submarine veterans and "Generation X" Sailors sat side-by-side, swapping sea stories, and toying with the age old anecdote, "When I was your age, I ... "



There was laughter, eager anticipation and awe. Spectators peered in amazement at the 353-foot submarine brightly decorated in red, white, and blue. Its hull was freshly painted with "21" shining in the sunlight.

In the mid 1980s, "21" was just a number thrown across a planning table at Electric Boat, part of a plan to create a state-of-the-art fleet of submarines to replace the Navy's *Los Angeles*-class subs. By the time *Seawolf*'s keel was laid in 1989, the pre-commissioned unit had undergone several planning changes and revisions, everything from structure changes to the dates the first submarine would be built. In 1991, that "fleet" dwindled to three, the reason being post-Cold War cutbacks and a tempo



▲ YN2 Gallentine (left), ETCM David Minnich (center) and ET2 Hal Crimm (righ) make up the helm control team while underway.

conducive to meeting the technological needs of the 21st century.

Back to 1997 and the Navy band played on. It was time for the ceremony to begin. A hush fell over the crowd as the official party of The Honorable John H. Dalton, Secretary of the Navy, John K. Welsh, president of Electric Boat, the Honorable Donald L. Plusquellic, mayor of Akron, Ohio, *Seawolf*'s sponsor city for the last two-and-a-half years and ADM Jay L. Johnson, Chief of Naval Operations, prepared to make their entrances.

CAPT David M. McCall, *Seawolf*'s commanding officer since 1994, broke the silence. "Since we reported to *Seawolf* more than three years ago, everyone we have come in contact with has always had the same question, 'What is *Seawolf* like?'" he said. "I suppose [it's] a lot like a newborn baby, possessing the best qualities and characteristics inherited from all its relatives."

The interesting thing is *Seawolf* is not like any other submarine. Sure it has a "guppy hull" and a sail like other submarines, but the description speaks for itself.

Seawolf can displace 9,137 tons when submerged and has eight torpedo tubes instead of four, which is a *Los Angeles*-class sub's standard armament. It can dive deeper and travel faster than any other submarine ever built.

Welch said it best with his remarks.

"*Seawolf* is the embodiment of new materials, new work processes, new construction techniques and more than three generations of new technology," he said. "These advances have obviously provided the ship with tremendous improvements in capability.

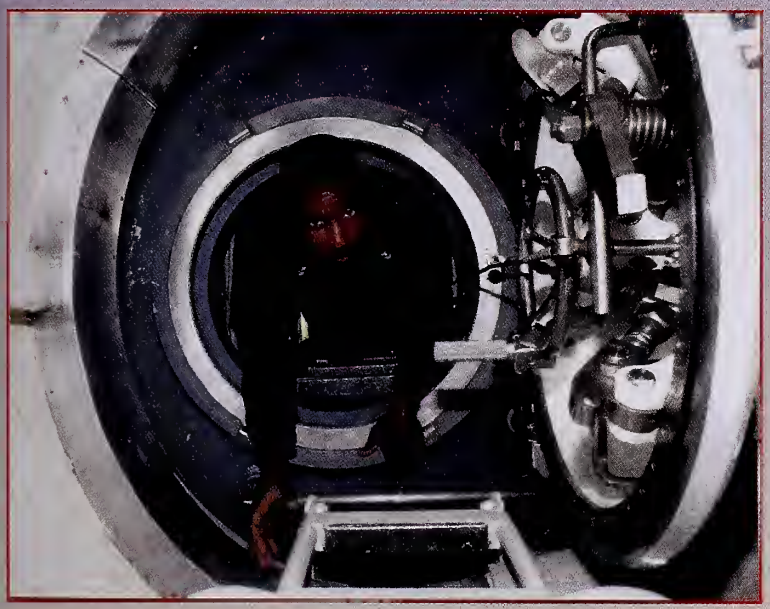
USS SEAWOLF • SSN 21

A National Effort

Seawolf is comprised of materials produced in 40 of the 50 states.

▼ Sailors carefully ready the lines as the Navy's newest nuclear powered attack submarine USS *Seawolf* (SSN 21) prepares to moor in Cape Canaveral, Fla.





▲ EM2 Keith Davis from St. Croix, Virgin Islands, egresses from the main hatch. *Seawolf* uses the latest technology in submarine warfare making it the fastest, most versatile submarine in the Navy's undersea arsenal.



➤ With the sound of a whistle and the ship's horn, the crew board and bring the Navy's newest nuclear-powered attack submarine USS *Seawolf* (SSN 21) to life during its commissioning ceremony July 19, 1997. *Seawolf* is the first of three subs in a new class incorporating the latest technology and the most modern capabilities America can produce.

➤ Crew members move "top-side" to make final preparations for arrival pier side in Cape Canaveral, Fla.

And they have provided the Navy/industry team with the opportunity to demonstrate once again that they can solve the toughest technological issues there are."

Many described the *Seawolf* project as a blank canvas. There was no real precedent to follow in its construction, just to build a fighting machine that would represent the changing tempo of today's submarine force. What has been designed and built is a faster, stealthier and more robust submarine with technological advances in surveillance, intelligence collection, and weapons systems.



▲ Personnel man the main control watch while underway. *Seawolf* uses the latest technology in submarine warfare making it the fastest most versatile submarine in the Navy's undersea arsenal.

Today, *Seawolf* sits proudly at its new homeport at Naval Submarine Base, New London, Conn. McCall has since relinquished his command to CDR Michael Connor, and the hoopla has died down for the moment -- *Seawolf* is now just another new sub, subject to another year's worth of testing and sea trials. New crew members are reporting in, and *Seawolf* is now settling into a routine.

But occasionally, a passerby will stop and stare at it, snap a photo or two and greet members of the crew. [It's] still an amazing submarine.

Asencio is a journalist assigned to Commander, Submarine Group 2 public affairs office, Naval Submarine Base, New London, Conn. Gay is a photographer's mate assigned to Newport, R.I.



◀ The Officer of the Deck, LT Dan Doney of Turkeytown, Pa. (right), and the "lookout" SN Peter Davis of Springfield, Ore., help guide the USS *Seawolf* out of port in Groton, Conn.



▲ Sailors enjoy a meal served while underway aboard the U.S. Navy's newest nuclear-powered attack submarine USS *Seawolf* (SSN 21).

USS SEAWOLF • SSN 21

One Quiet Sub

Seawolf is quieter underway than a Los Angeles-class sub tied to the pier.

BALTOPS '97
Building New Friendships



Story by JO2 Rodney J. Furry

Just a few hundred miles south of the Arctic Circle, and even closer to the often frozen Scandinavian coastline, the Baltic Sea stands as a cold and unforgiving barrier, separating Europeans from their Nordic neighbors. The shallow waters make modern warfare tactics such as submarine tracking difficult, and the legacy of ancient Viking long ships howls in the sharp winds that perennially blow over its surface. For centuries, control of the rich, dark waters has been short-lived.

For 25 years, the annual *Baltic Operations (BALTOPS)* exercises here have shown that the people who grow up on these waters know the sea



Photos by PH1 David B. Law

well even if they haven't tamed it. The U.S. invitational exercises regularly attract most of the Baltic nations as well as Russia, Germany, Poland and the United Kingdom.

As the political landscape changes in the region, participation grows. The 13 nations who participated in this year's two-part exercise brought a total of 50 ships and conducted more than 250 training events using assets from smaller nations, like Estonia, alongside much larger, more experienced forces.

Recent history brought the fall of the Soviet Union and a new era of growth for the Baltic nations. This set the stage for an even greater role



➤ Sailors man the rails aboard USS *Anzio* (CG 68) as it pulls into Aarhus, Denmark, on the last day of BALTOPS '97.

role for the Navy during *BALTOPS '97*.

"There's something nice about completing missions with foreign ships. We may not all speak each other's languages, but we learn to communicate to get the job done," said Operations Specialist 1st Class (SW) Stuart M. Crowder in the Command Information Center aboard USS *Anzio* (CG 68). "It feels good to know that we can operate in any environment, with any of our allies, no matter what language they speak," said the *Anzio* plank owner and Ft. Worth, Texas, native.

In the 25 years the United States has been sponsoring *BALTOPS*, the exercise has developed into a unique experience for many Sailors and their foreign counterparts. The focus of the surface and air exercises was not on war-fighting tactics, but on improving the nations' cooperative abilities. Scenarios tested the collective force's ability to respond to maritime disasters, conduct coastal surveillance, provide customs enforcement and a variety of other maritime operations.

"Our true enemy is instability and chaos," said RADM James B. Hinkle, commander, Cruiser Destroyer Group 8. "We know that a U.S. presence improves stability, which means the people who live in this wonderful part of the world have a better chance of living in peace."

Overcoming boundaries and creating closer, personal bonds with foreign services has always been a highlight of these exercises. One of the favorite tasks of the first week's Phase I exercises was "cross-decking," the time-honored tradition of ships swapping sailors for a period of time so they can become familiar with other ships' operations.

Squinting slightly at the unidentifiable foreign frigate on the horizon, Crowder leaned on the rail, his back to the wind, reflecting on his own experience with cross-decking.

"The [HNLMS] *Jan Van Brakel* [F 825] was highly efficient. I was very impressed with their professionalism. I've been in the Navy 16 years, and that was one of the most important things I think I've ever gotten to do. I think it's more important that we learn how our allies work so we can work with them," Crowder said.

On the subject of foreign visitors aboard his own ship, Crowder smiled when recalling the things they considered luxuries.

"Things like non-skid and three hot meals a day amazed some of the guys we had aboard. It made me think twice about a lot of the things I take for granted being an American Sailor," he said.

Even the summertime winds of mid-June have a bite in them as Aerographer's Mate 1st Class (SW)

James B. Goble and AG2 Nathan J. Gogel of the Naval Atlantic Meteorology and Oceanography Center prepare to launch a weather balloon from *Anzio*'s flight deck. Their Danish counterpart, Knud-Jacob Simonsen, a civilian forecaster for the Danish army, was there watching the familiar ritual. His stay aboard *Anzio* during Phase I helped the flagship weather office better understand the weather in this region.

"We wanted to get a better understanding of what Americans are looking for in a weather forecast," said Simonsen.

"We wanted to learn the same -- what the customer is looking for in a forecast and how to tailor it to the product everyone needs," said Gogel.

Before they could find common ground, the three weathermen had obstacles to face. As minor as it may look in hindsight, simple terminology posed a defining challenge.

"Terminology differences is difficult for most forecasters. 'Mainly fair' to [Simonsen,] is 'partly cloudy' to us. But after a week, we've settled into a common language," said Goble.



▲ OS1 Stuart M. Crowder watches a convoy of foreign ships from the deck of USS *Anzio* (CG 68) during BALTOPS '97.

Recent NATO expansions and increasing World pressure to break down old Cold War divisions has shed light on the importance of the Baltic region. The mission of the Sailors here is driven by political forces, and the success of the exercises is a signal of political success, but Hinkle shares the sentiments of many Sailors concerning the reward of what kind of experience BALTOPS has evolved into. "When Sailors from this many nations get together, we realize we have a common bond -- the sea," said Hinkle.

▼ The ships of BALTOPS '97 in ceremonial formation.



While the second week of the exercises, or Phase II, focused on interoperability of NATO forces, most of the Sailors' memories will be of that first week, where international boundaries were lowered, many people speaking new and different languages communicated and many new friendships were born.

⚓

Furry is a San Diego-based photojournalist for All Hands.



Photo by PH3 Sam Dallal

▲ Naval flight officer LT David "Kiwi" Toellner goes over flight fundamentals with an interested Scout from Troop 1617 out of Dallas. Countless busloads of Boy Scouts from all over the country converged on the wooded terrain at Fort A.P. Hill, Va., to take part in Jamboree '97.



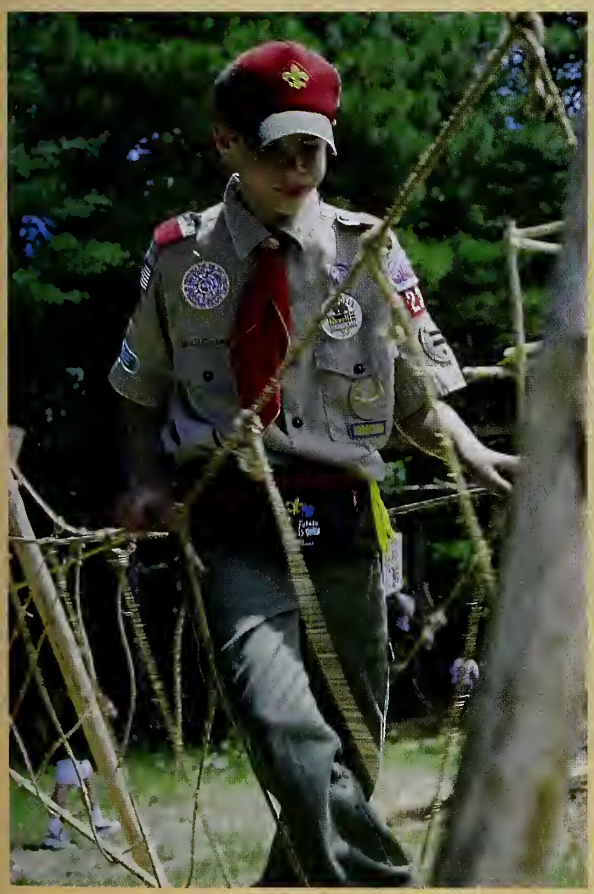
▲ Scouts converged on the Merit Badge Midway to earn their merit badge qualifications. The seven Navy-sponsored booths were manned by Sailors who taught basic skills in fields ranging from atomic energy to oceanography.

Sailors bring fleet experience to Jamboree '97



Photo by PH1 Lance Kirk

Story and photos by JO2 Jason D. Thompson



▲ Ten-year-old Jimmy Johnson of Troop 99 in Pittsburgh maneuvers across the "monkey bridge" at the Jamboree's pioneering exhibit.

The rhythmic clanking of tent stakes being pounded into the sun-beaten soil pierced the morning silence at Fort A.P. Hill, Va., where more than 35,000 young men and their Scout leaders set up camp for the 14th National Boy Scout Jamboree. The massive influx of boys loaded down by backpacks stuffed with camping gear continued throughout the afternoon. The busy Scouts scurried about their camps like legions of marching ants. When the dry, midsummer dust settled over the hilly, wooded region, it was apparent that the once tranquil military base had abruptly transformed into a bustling community of Scouts known as "Tent City."

The Jamboree's opening-day invasion was complete. Young men with bodies hungry for action and minds thirsty for knowledge were in charge now.

There to help quench that thirst for knowledge were 85 Navy volunteers from around the fleet. This group of men and women brought with them a wealth of knowledge and experience possessed only by Sailors.

They came to the Jamboree to pass that knowledge on to another generation.

"We're here to help build the character of tomorrow's leaders," said Master Chief Aviation (Air Frames) Structural Mechanic (AW) Joseph Clairmont of Norristown, Pa. He

Character Counts...
Be Prepared for the 21st Century





Radioman 2nd Class Julian Gabourel (top) signs off merit badge qualifications at the Navy-sponsored computer booth. Gabourel, assigned to Naval Security Station, Washington, D.C., said she was impressed by how much many Scouts already knew about computers: "Some were showing me things even I didn't know!"

Cousins Ben and Miles Maxim (above) of Troop 1124 of Detroit take a breather in the shade. With hundreds of activities to take part in, the 10-day summer camp tested the stamina of even the most energetic young Scouts.



It's a bird, it's a plane ... no, it's the Navy Leap Frog parachute team descending from the sky! The Leap Frogs were among several Navy attractions at the Jamboree, including an F-14 *Tomcat* flyover, Navy Band performances and more.

was teaching the different types of aircraft to a group of curious onlookers from inside his canvas-topped aviation booth — one of seven Navy booths along the Merit Badge Midway.

"Most of us have seen the world," said the 29-year veteran. "Our backgrounds as Sailors give us a different outlook on life that we can share with these Scouts."

Clairmont's partner, sitting at the adjacent table, was balancing a thin, plastic model airplane in his hands. The E-2C *Hawkeye* naval flight officer was explaining basic aircraft parts with a Scout sitting to his left. The wide-eyed boy was oblivious to the flurry of activity going on around him.

"Some of these kids are really enthused about aviation," said LT David "Kiwi" Toellner, assigned to VAW-77, a Reserve squadron based at NAS Atlanta. "I remember having the same passion at my first Jamboree back in 1977."

Toellner has been to every National Jamboree since then, either as an assistant Scout master or on staff. The Eagle Scout considers it his chance to give something back to the organization he says helped him develop the skills to succeed in the Navy.



Photo by PH1 Lance Kirk

◄ LT Allen McNight of Little Rock, Ark., explains basic nuclear propulsion to 14-year-old Jamel Allen of Troop 439 in Brooklyn, N.Y. McNight, assigned to Naval Station Norfolk, is also an assistant Scout master for Troop 445 in Virginia Beach, Va.

"If you work hard, you will succeed -- that's the message I try to pass on," said the Gulf Breeze, Fla., native. "Seeing other Navy professionals out here helps that message hit home."

Day after day, thousands of eager youngsters flocked to the Merit Badge Midway to earn their merit badge qualifications. The midway, resembling a flea market with hundreds of booths lined up in five long rows, was the Jamboree's main area for Scouts to learn new skills. The Navy volunteers taught the Scouts the basics in a many areas of interest including atomic energy, wilderness survival, oceanography, computers basics, fire safety, energy, aviation, disability awareness and basic scuba diving and snorkeling.

"I think the badges are important," said Eagle Scout LT David Nelsen, a P-3C *Orion* pilot from Long Island, N.Y. "They give the Scouts skills they can use in life to make them better leaders and better people."

Citing the Wilderness Survival Merit Badge as an example, Nelson, an eight-year Navy veteran assigned to Naval Recruiting District, Buffalo, N.Y., said, "Some of the training I went through as a naval aviator was wilderness survival. The skills I learned as a Scout made me more prepared than the pilots who had never been in Scouting."

Across the three-mile-wide Jamboree site retired Chief Warrant Officer Jack Lowther of Burlington, Iowa, shared his experiences with a pair of attentive Scouts. He was showing them some of the knots he learned to tie in the Navy.

But this "old salt" hadn't come to the Jamboree as one of the 85 volunteers representing the Navy. He came for a personal reason -- his two grandsons were at the Jamboree.







▲ A group of Scouts (above) from Troop 313 in Berwick, Maine, hang out under the sweltering summer heat. The temperature at Fort A.P. Hill, Va., averaged in the high-80s throughout the 10-day event.

▲ Row after row of eager Scouts marched in the Jamboree's opening day parade. Every four years the National Boy Scout Jamboree brings together Scouts from all over the country and provides them a forum for fun, adventure and learning.

➤ As long as there's been Boy Scout patches, trading them has been a tradition. "The cooler the patches look, the more they're worth," explained 13-year-old Jim Ballard from Humnoke, Ark. Patches, not greenbacks, are the form of currency for Scouts.

"I became a Scout in 1941 and then joined the Navy in December of 1946 at the age of 17," recalled Lowther. "Now I'm watching these two grow up in the Scouts," he said, gesturing to grandsons Andrew, 13, and Nick, 15.

Lowther, 68, thinks being in the Boy Scouts is a lot like being the Navy. "I learned to accept responsibility and do what I'm told," said the veteran of 42 years of naval service. "The Boy Scouts helped me keep my head together at an age when that's tough to do."

That's why this year's Jamboree theme, "Character Counts ... Be Prepared for the 21st Century," is sage advice for the young Scouts growing up to be the nation's future leaders.

"There is an immense amount of talent in the youth of America," said Toellner. "If we help send them in the right direction, then we've contributed."

Now, the 14th National Boy Scout Jamboree is over. The Army has reclaimed its territory. The hilly, wooded landscape of Fort A.P. Hill is no longer dotted with thousands of blue and green tents. Sounds of excited boyhood banter can no longer be heard.



Retired Chief Warrant Officer Boatswain's Mate Jack Lowther goes over knot tying techniques with grandsons Andrew and Nick of Troop 1020 — Mississippi Valley Council. The 68-year-old Navy veteran joined the Boy Scouts in 1941 but never had the opportunity to participate in a Jamboree until this year.

Tent City is no more.

But the important lessons passed on by the volunteer Sailors will stay with the Scouts well past the long bus ride back to their corner of the country. Looking toward the 21st century, the skills they marched away with will serve them well.

Operations Specialist 3rd Class Jay Cordle believes the Sailors' volunteer effort at the Jamboree was very important. "We gave them a representation of who we are and what we're doing," said the Columbus, Ohio, native. "If they see a positive reflection in us, they might decide to pursue a career in the Navy." ⚓

Thompson is a photojournalist and Kirk and Dallal are photographers's mates for All Hands.



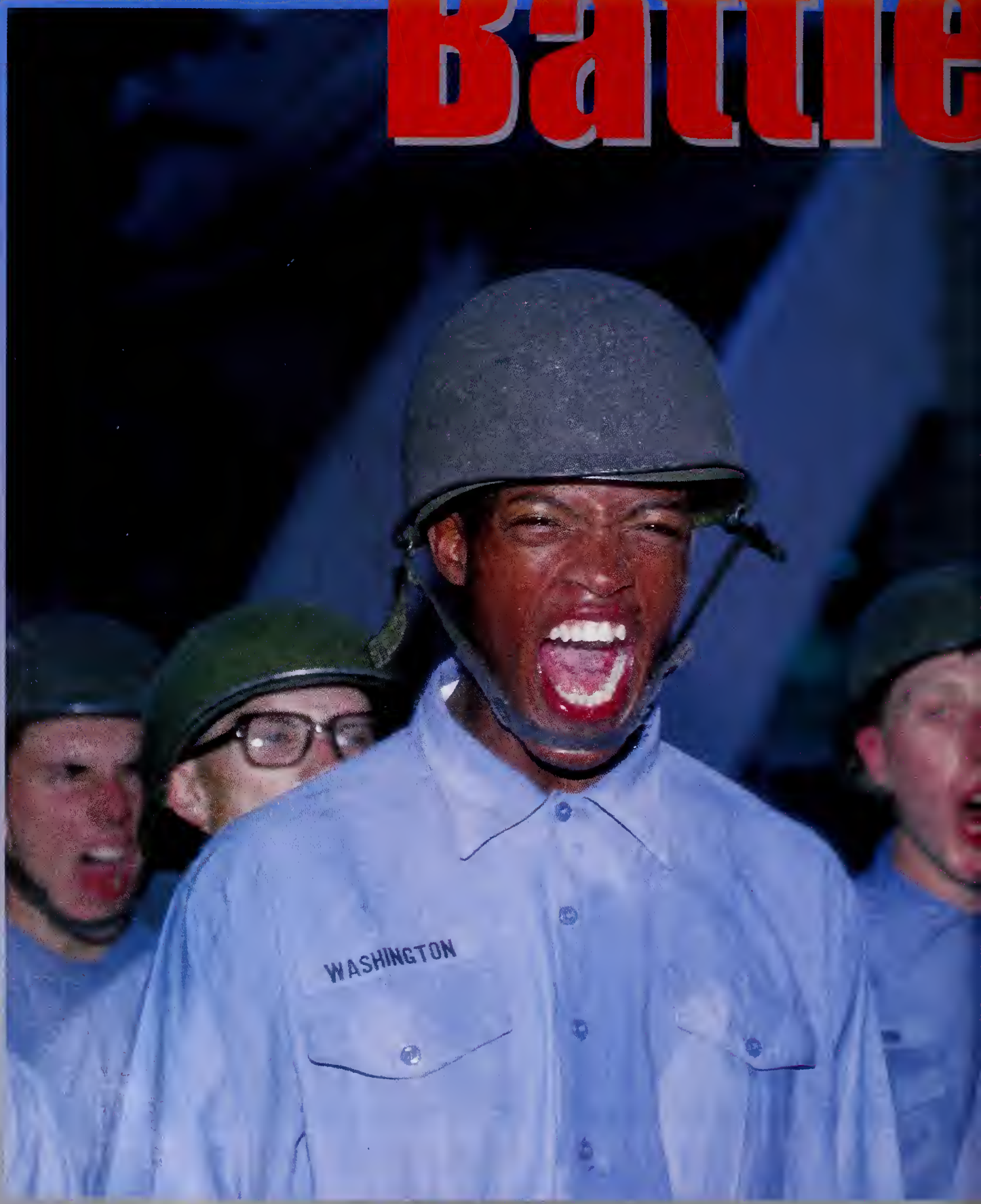
Eagle Scout Jay Johnson 1960

In 1960, a Boy Scout named Jay Johnson attended a National Scouting Jamboree where he saw then-President Dwight D. Eisenhower. He also witnessed a flyover by the Air Force 'Thunderbirds' and decided on a career as a military fighter pilot.

It was the right choice. Thirty-seven years later, Admiral Jay Johnson, F-14 pilot and Chief of Naval Operations, accompanied President Bill Clinton to Fort A. P. Hill, Va., to meet today's Boy Scouts at this year's Jamboree.

An Eagle Scout himself, Admiral Johnson said, "It was the most positive part of growing up. I learned about myself and others. I'm as proud to have been an Eagle Scout as almost anything I've done."

Battle



Stations!

Testing Recruits' Honor, Courage & Commitment

Story by Michelle Newcomb, photos by PH1 Jim Hampshire

The alarm for general quarters (GQ) sounds and the crew is instantly up, donning proper battle dress -- ready to handle the emergency. But, instead of being in the fleet on a ship, GQ sounds during the last week of boot camp, scrambling the recruits to handle six different scenarios during an eight-hour period, starting at any time in the evening.

"Battle Stations is the capstone event that gives recruits the key skills and confidence they need to graduate and take to the fleet," said Admiral Jay Johnson, Chief of Naval Operations.

The program has been designed to galvanize the basic warrior attributes of sacrifice, dedication, teamwork and endurance in each recruit. Through

◄ Recruits from Company 372 sound their war cry before beginning the Forrestal" evolution.



➤ Recruits from Company 372 board an Inflatable Life Raft after finishing their survival floatation and raft entry.

the practical application of these basic Navy skills and Core Values learned during recruit training, the program is becoming the apex of the training program. Battle Stations began July 30 with four recruit divisions participating, and recruits must now pass Battle Stations to graduate from boot camp.

"Its distinctly 'Navy' flavor was designed to take into account ... what it means to be a Sailor," said Senior Chief Sonar Technician (S) (SS/SW) D.A. Dahl, leading chief petty officer for Battle Stations.

One of the features of the new program is a strong historical tie-in for each event. Each scenario uses examples of Medal of Honor recipients and other heroic deeds accomplished by enlisted personnel in the past. The intent is that performing an event based on naval heritage will "operationalize" the recruits' sense of pride in their service. Debriefings of each scenario focus on teamwork and the use of Core Values in the decision-making process.



▲ Recruits from Company 372 inside of an Inflatable Life Raft after finishing their survival floatation and raft entry.

"While each recruit at Recruit Training Command (RTC) can give you a textbook definition of the Core Values, the actual use of those values in decision making throughout the night drives the point home in a very real way," according to Dahl. "It's more effective than just hearing about it in the classroom."

The history of an exercise is read to the recruits before they begin. Then the teams go to work. Before the night is over, the teams handle an emergency sortie due to an approaching hurricane, fight a fire and perform a search and rescue for injured shipmates. They move injured crew members from shaft alley to the weather deck, defend the ship in response to small arms attack, use the *Forrestal* Escape Scuttle to evacuate to the weather decks and after extensive battle damage, all hands must abandon ship.

"It's one of the most important things the Navy's done in boot camp in the last decade," said CAPT Cory Whitehead, RTC commander. "Battle Stations helps Sailors test their stamina and know they



◀ A recruit in an MCU-2/P gas mask, from Company 372 climbs to the top of a mooring line to prepare to maneuver a 145-pound mannequin through the Confidence Course.

"It's one of the most important things the Navy's done in boot camp in the last decade."

— CAPT Cory Whitehead, RTC commander



can handle life in the fleet," she added.

"Battle Stations runs from Sunday night through Thursday night. The feedback from the staff members, the rest of the recruit division commanders (RDCs) and the recruits has been positive, according to Dahl. "One of the RDCs said it made him feel as if he was obsolete and one recruit stated, 'This is what boot camp is all about,'" he said. "The recruits get to the point of making decisions and sticking with the decisions. We're cutting the apron strings."

"Even though it was hard, it was good to work together as shipmates," said Seaman Terrance Sanders of Castleberry, Ala. "Now we know that we can trust each other in time of war."

Dahl said they hope the skills learned will help the recruits as they continue on to their schools.

Development of "Battle Stations" began in March and was modeled after the Marine Corps' "Crucible." RTC formed a team consisting of senior enlisted RDCs and they immediately started work on a version for the Navy. Working guidance was that "the event should be physically challenging with a significant degree of risk." But safety was the chief concern. Representatives from the Navy Safety Center visited RTC to review each scenario. Once the plan was approved, the team worked on staffing and training, piloting the individual scenarios and overcoming resource limitations.

Factors taken into account included existing facility limitations, and exercise timing so that what was done at night was finished by the

◀ A recruit from Company 372 helps maneuver a 145-pound mannequin through the Confidence Course, to simulate the removal of a casualty from the depths of an injured ship.



◀ A recruit from Company 372 exits his Inflatable Life Raft after being told a SAR helocopter has arrived.

"Even though it was hard, it was good to work together as shipmates."

— Seaman Terrance Sanders of Castleberry, Ala.

▼ Recruits from Company 372 maneuver a 145-pound mannequin through the Confidence Course.





next day so facilities could be used for recruit training already in place. "We're making boot camp run 24 hours a day," said Dahl.

Also, individual piloting has been conducted of each scenario during the last few months and many logistical problems had to be overcome with scheduling, manning and limitations of the RTC facilities.

"It was amazing that the actual implementation went extremely smooth," said Dahl. "We had lots of people planning."

Battle Stations is expected to expand from the initial six events to 12 events and encompass a 14- to 16-hour period. Additional manning will be required to expand. Dahl noted that they need twice as many people as are currently on the staff of 20. Also, the additional scenarios will be added methodically, measuring the effect of a lengthened evolution on the recruits to maintain the delicate balance between acceptable risk, physical challenge and safety while still meeting the objective of the program.

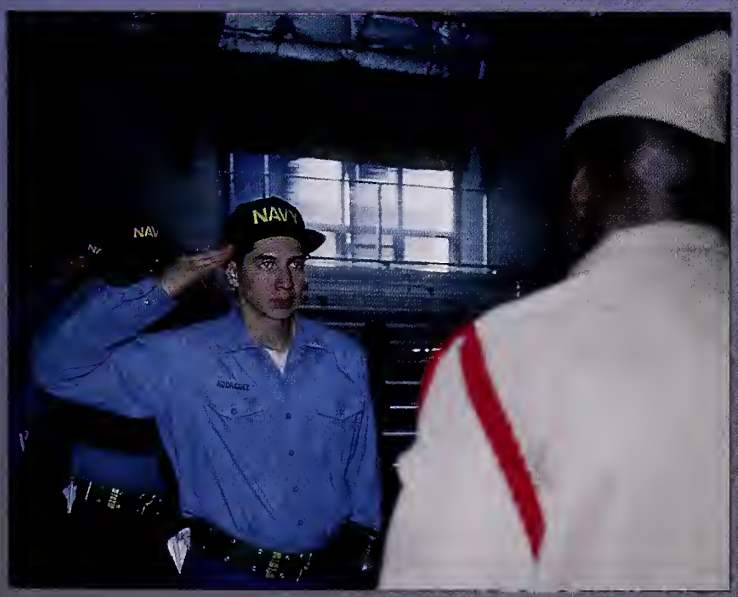
"Our concept for Battle Stations is a physically and mentally demanding consolidated exercise package to ensure that every Sailor joining the fleet will have demonstrated teamwork, endurance and a practical application of our Core Values," said RADM Kevin Green, comander, Naval Training Center. "It is a true test with no rest periods -- and our recruits are charged up by their new challenge." ‡

Newcomb is associate editor of the **Bulletin**, *Great Lakes, Ill.*



◀ Recruits of Division 343 team "Juliet" maintain physical contact as they enter a smoke-filled room. In this evolution recruits must search through smoky rooms to find a shipmate and bring the individual out on a stretcher.





▲ A recruit of Division 343 team "Juliet" heaves a line to a recruit of Division 344 team "India" as the integrated division goes through a line handling evolution. The recruits directed the evolution themselves to simulate getting USS *Marlinespike* underway and mooring pier side.

◀ SR Sergio Rodriguez, of Pleasanton, Texas, salutes a Battle Stations' Facilitator after replacing his "Recruit" ballcap with the "Navy" one he will wear in the fleet.



Photo by PHC(SW) John

FTs: Hunters of the Deep



Courtesy of Electric Boat Corporation by Jim Brennan

◀ The Navy's newest attack submarine, USS *Seawolf* (SSN 21) conducts sea trials.

Story by JO1 Linda L. Helmig

Quiet as a mouse, yet deadlier than a king cobra, its invisible potency makes it one of the Navy's most effective weapons — the submarine. History has shown in graphic detail the submarine's success. The Japanese, for instance, lost 5.3 million tons, nearly 55 percent of their vessels to the U.S submarine force in World War II. By war's end, the submarine was regarded as the most lethal of all naval weapons.

Today, it still lives up to its billing as a tremendous naval asset. An elite group of Sailors onboard ensure the submarine's stealthy platform continues to fulfill its mission.

"We are doing the job submarines were designed for — to put a weapon on target," said Fire Control Technician 3rd Class Brandon S. Keesee, a Mustang, Okla., native stationed on board USS *Seawolf* (SSN 21).

There is much more to the Fire Control Technician's (FTs) job than firing a weapon. They are hunters of the deep with a great amount of responsibility. Constantly on the look out, they track potential targets and anything that may interfere with a weapon reaching its target.

To do this, the FT is a perpetual mathematician, a virtual human calculator. He's highly trained to process numbers at lightning speed by doing geometry and trigonometry — in his head. It's called "Target Motion Analysis" and the end result tells the FT where contacts are, where they're going, how fast they're traveling and how far they are from his vessel.

"We are doing the job submarines were designed for — to put a weapon on target,"

—Fire Control Technician 3rd Class Brandon S. Keesee

"It's a form of mental gymnastics," said FT2(SS) Richard T. Thompson, a Thomasville, N.C., native. Thompson is one of five FTs onboard USS *James K. Polk* (SSN 645). "You're jumping around and tumbling numbers here and there and tossing them up and coming down with the solutions," Thompson added.

For an FT, not only is doing the math crunch crucial, he's got to think quickly on his feet to arrive at solutions. The FTs on board *James K. Polk* find their job to be especially challenging because the fire control system they work with is one of the oldest in the Navy with mostly analog readouts.

It was designed decades ago to keep track of

➤FT3 Brandon S. Keesee stands battle stations watch aboard USS *Seawolf*, the Navy's newest attack submarine. Keesee operates the latest technology touch screen controls.

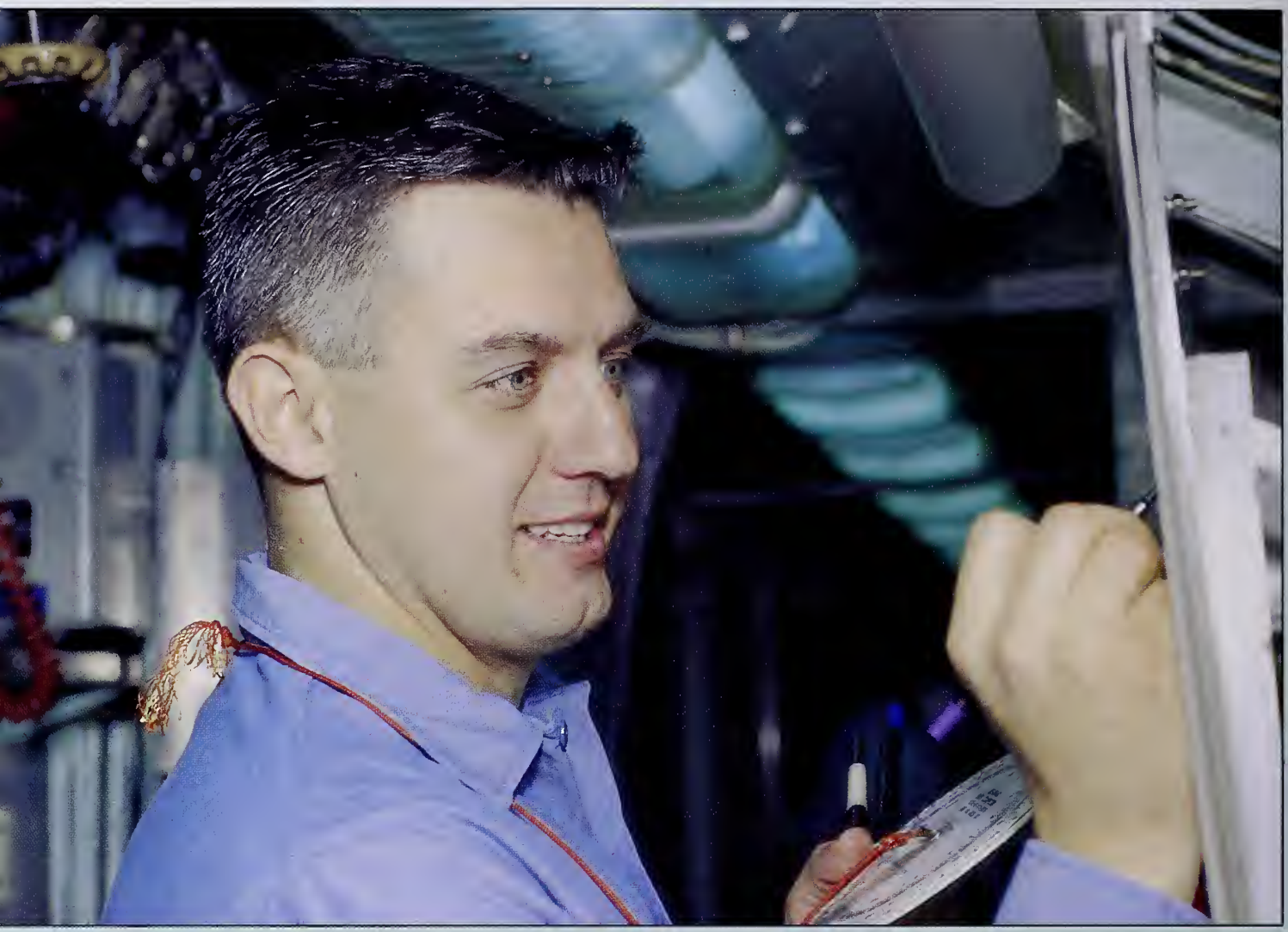


Photo by JO1 Linda L. Helmig

▲ FT2 Richard Thompson, stationed onboard USS *James K. Polk*, tracks contacts the old-fashioned way.

"Not many people get the opportunity to track a submarine from another nation without them even knowing we know they're there. That's exhilarating,"

—FTC(SS) Albert M. Kozad, Instructor, Naval Submarine School, New London.

three to four contacts at a time. Due to many hours of practice and ingenuity, FTs found ways to use the old system in today's high-tech world. Now they're able to track nearly 10 times the contacts the system was originally designed for.

The Navy's newest, top-of-the-line submarine, *Seawolf* has a fire control system capable of keeping track of 20 to 30 contacts automatically. "We can do more in less time," said FTC(SS) Donald L. Hammer, a Salem, Ore., native and an instructor at Naval Submarine School New London, Conn. "The computerized system supplies the FT with information, but he's got to make sense of it all."

The FT plays an important role in "localizing" the information provided by the computer. For example, a rain storm can affect what the FT receives at his station because it produces sound in the water. But because he's aware of it, he evaluates the information and makes adjustments; the computer cannot "ignore" potential interference, unless an FT tells it to.

To be able to make tough decisions in a crunch, FTs go through a rigorous training program. "My first 18 months in the Navy I spent in school,"

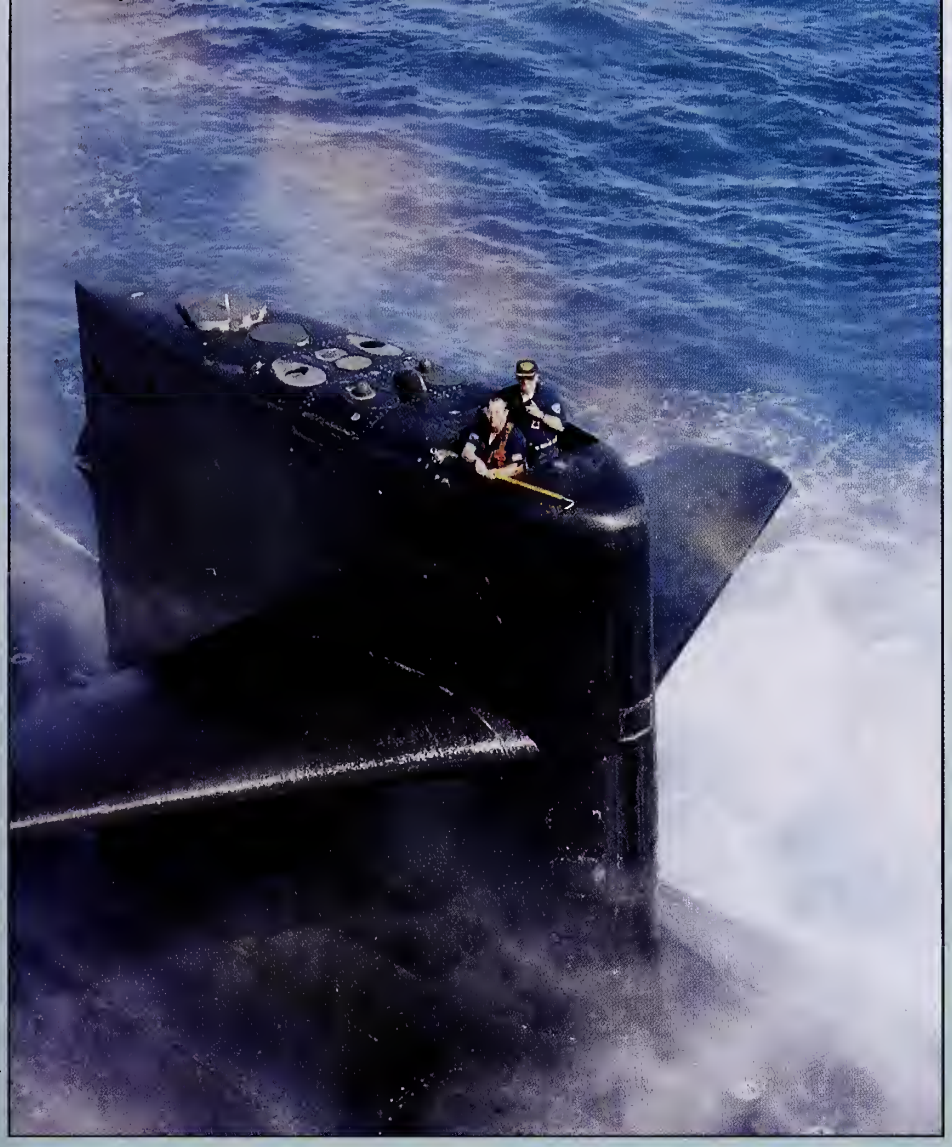


Photo by PH3 Chris Vickers

◄ Crewman on board the attack submarine USS *Baltimore* (SSN 704) stand by with a grappling hook to snag a mail shipment being lowered by an SH-60 "Seahawk" helicopter from Anti-Submarine Squadron Five (HS-5).

▼ FT1(SS) Jon-David Edwards and FT3 Brandon S. Keesee stand watch onboard *Seawolf*.



Photo by PHC(SW) John Gay

Thompson remembered. An FT fresh out of basic training won't see a submarine for the first year and a half of his enlistment. Even when an FT makes it to the submarine and begins operating the system, he's still learning what the fire control system can do in a real-world situation.

One of the greatest challenges an FT faces is keeping up to date with constantly-changing, highly-complex technology. "The FT has to keep up on new improvements and is expected to be an expert on them all," said FTC(SS) Jeffrey L. Kyner of Anniston, Ala. Kyner is an instructor at Naval Submarine School, New London.

It all comes together when the submarine is on patrol and everyone on board is doing their job. The FT plays his part, always aware of what's going on around him, ready to throw the punch if called upon.

"A lot of the submarine's operations revolve around my job, and I like being in the thick of it," said FT1(SS) David L. Krucek, a Westlake, Ohio, native stationed on board *Seawolf*.

"How many people get to do what we do? It's exciting. We see so much of what others don't see. Not many people get the opportunity to track a submarine from another nation without them even knowing we know they're there. That's exhilarating," said FTC(SS) Albert M. Kozad, a Arvada, Colo., native and an instructor at Naval Submarine School, New London.

Everywhere, yet nowhere, the submarine keeps its silent vigil in the vast oceans spanning the globe, ready if needed. And on station is the FT doing his job in silence. This presence is quickly known as someone shouts, "Torpedo away!" and the weapon reaches its target. ⚓

Helmig is a journalist assigned to the Naval Media Center, Washington, D.C.

1,000 Men and a Baby

CBS films little-seen side of Sailors

Story by JO2 Charles Neff, photos by JOCS(AW) Brent Johnston

Danny Keenan says he's just an ordinary man with an extraordinary past. But without the help of Sailors from USS *New Orleans* (LPH 11), his story might have gone untold.



Keenan is the abandoned infant featured in the upcoming CBS Movie of the Week titled "1000 Men and a Baby." The movie documents the true story of the crew of USS *Point Cruz* (CVE 119) which banded together in 1953 to adopt an ill, orphaned Asian-American infant from Inchon, Korea. Danny was nursed back to health aboard *Point Cruz* before being brought to the United States.

Independent producers recently finished filming the unprecedented story starring Gerald McRaney ("Major Dad"), Richard Thomas ("The Waltons") and Jonathan Banks ("Fired Up") aboard *New Orleans* moored at Pier 6 in San Diego.

"There are so many incredible parts to this story that luck doesn't do it justice," Keenan said. "All of these events are like a chain. If even one link had been broken, I wouldn't be here today."

In fact, Keenan isn't sure he would even be alive. The movie, which closely mirrors the actual events of Keenan's infant adventure, goes something like this:

An American GI found Danny abandoned in a disposal area of an Army dispensary and took the infant to the Star of the Sea Children's Home in Inchon. But the orphanage, already full of Korean babies, couldn't care for the Amer-Asian child. The ship's chaplain LTJG Edward O. Riley talked *Point Cruz*'s Commanding Officer, CAPT Chick Hayward, into caring for the child at the hospital facili-

◄ Portraying ship's Chaplain, Father Riley, Jonathan Banks brings baby Danny Keenan aboard USS *Point Cruz* in Inchon Harbor in 1953



Photo by PH3 Bob Houlihan

◀The crew of USS *Point Cruz* bids farewell to Dr. Bud Keenan, and the Baby. Keenan was forced to resign his commission to adopt the Korean-American orphan.

▼ Trading in his "Major Dad" gold leaves for silver eagles, Gerald McRaney takes a break on vulture's row aboard USS *New Orleans* during the filming of the CBS made-for-TV movie.

ties on his ship.

"'Half-breeds' [or Amer-Asians as they called now] were really looked down on in Korea at that time,' Keenan said. "But, first and foremost, I don't think I could have survived physically [without the Navy's medical care]."

The movie chronicles how Danny made it to *Point Cruz* where LCDR Hugh Keenan, the ship's doctor, came to love the baby and decided to adopt the infant. To do so, he ultimately had to resign his commission.

But the story doesn't end there. The crew's support and love for the infant notwithstanding, getting him out of the country was another matter. In the end, it took Hayward's old bottle of Jack Daniel's, Riley's "luck of the Irish," and ma nun from the orphanage named Sister Philomena to get Danny a passport from the Foreign Ministry of South Korea.

The passport gave *Point Cruz*'s crew hope they would get Danny home, but there was a three-year wait for a visa. It ultimately took intervention from then-Vice President Richard M. Nixon to get Danny's visa.

After all the paperwork was completed, there was still the Navy to deal with. The Chief of Naval Operations' office denied Hayward's request to keep the baby on board but finally, when then-CNO ADM Mick Carney found out about the baby, he fired off a message to Hayward that read: "Get that baby home for Christmas, Chick. Whatever it takes. Best P.R. the Navy ever had."

With that, Danny's destiny was sealed. A couple months later, Dr. Keenan returned to his home in Seattle with his newly-adopted son.

Claude Bonner, a former crew member of *Point Cruz*, was one of the Sailors who stood the 'baby watch' during Danny's two



➤ USS *New Orleans* Sailors man the rails during the scenes of the making of the film

months aboard *Point Cruz*. The baby's presence lifted the crew's morale from depressingly low levels.

Bonner said news that the ship might not make it home for Christmas and that their nine-month deployment might turn into a full year had the ship's morale, "as low as it ever got.

"But, when we got word there was a baby boy coming aboard from Inchon, the crew was elated, to put it mildly," Bonner said. "From that day on, Danny had 900 uncles."

The crew built the baby a crib from a bomb cart and cut up the sheets the officers donated for diapers. Visiting hours were established, and every day a line formed and the crew took pictures of Danny.

"We rallied around that baby," Bonner said. "And we still hold him dear to our hearts today."

The movie is scheduled to air in December.

Keenan, now 44, lives in Ephrata, Wash., where he works as a sports editor for the "Grant County Journal." He is married with two children.



▲ Left to Right: Gerald McRaney, Eve Gordon, Richard Thomas, Dan Keenan, and Jonathan Banks

Neff is a journalist assigned to public affairs office, Naval Station San Diego, and Johnston is a journalist assigned to public affairs office, Commander, Naval Base San Diego.

Crew of New Orleans takes Hollywood by storm

Story by JO2 Charles Neff

When millions tune in to watch the CBS television movie "1000 Men and a Baby" this holiday season, they will be led to believe the drama takes place aboard USS *Point Cruz* (CVE 119) in 1953. But they won't know it took the hard work of the USS *New Orleans*'s (LPH 11) crew in 1997 to give the movie life.

New Orleans Sailors spent 12 days helping a production crew shoot the story of the Amer-Asian infant rescued by *Point Cruz* at the end of the Korean War. Because of the film's positive portrayal of Sailors, the Navy strongly supported CBS's filming of the story.

That's where the crew of *New Orleans* stepped up to participate as extras, offer technical advice and coordinate the filming of the movie on the fully operational ship.



As USS *Point Cruz* Commanding Officer CAPT 'Chick' Hayward, actor Gerald McRaney reacts to the return of a wayward Sailor during the production of a movie tentatively titled "1000 Men and a Baby."A Hollywood film crew spent three weeks aboard the amphib filming the non-fiction TV movie about a Korean-American baby 'adopted' by the crew of a Korean War jeep carrier.

The bulk of the work fell squarely on the shoulders of Boatswain's Mate 1st Class John Elkins. He "starred" as the ship's representative to the movie crew, or, as he likes to put it, "super gopher."

The 14-year veteran coordinated the ship's daily operations with the film crew's needs. For 12 days he worked more than 10 hours a day. He never missed a scene.

"It's a huge challenge -- taking care of a movie crew," Elkins admits. "I've gotten to know them really well. They have been very giving of themselves to help us continue our ship's operations and portray Sailors as they really were in the 1950s."

Elkins, who is 31, says he has done some interesting things in the Navy but working closely with the film crew of a major made-for-TV movie has been the highlight of his career. The actors who portray the movie's three main enlisted characters shared a special camaraderie with Elkins.

"He didn't really know much about the ship," joked Keith MacKechnie who plays Petty Officer Camerini in the movie. "But seriously, he and the crew have made our jobs so much easier."

One of Elkins' other jobs was helping the crew members acting as extras in the movie. Most of the 300 Sailors who showed up in their dress blue uniforms for one day of shooting were from *New Orleans*.

"*New Orleans* Sailors have been great extras," she said Lynn Danielson, one of the movie's executive producers. "They are better than regular extras. They follow directions. They get it. They understand what we are trying to do here. And, most importantly, they have kept the energy on the set up."

For Storekeeper 3rd Class Cyrus Mayen, being an extra meant being a part of telling the not-so-often seen side of Navy history. "You see the bad news that thepress always reports about," he said. "People never see the inside, the heart of the Navy. This movie shows what our Navy heart is all about.

"To be part of the filming and bring what happened then into what happens now was great," said Mayen. "You figure it was wartime. There wasn't a chance of this baby surviving. It's definitely an inspiring story for me."

Neff is a journalist assigned to public affairs office, Naval Station San Diego.



CyberSailor

Buying a car

Story by PH2 Freddie Rodrigue

Do you plan to purchase a new or used vehicle but dread working with a car dealer? Let me, CyberSailor, help ease your mind by showing you how the Internet can make your car buying experience an easy and enjoyable one without ever leaving home.

I know what you're thinking, "Not so fast, CyberSailor. Tell me my choices before I go wandering down your cyber path." Well, there are places you can go on the Internet to find the information you need to purchase your next vehicle. A good starting point is a search for on-line car magazines or, if you know the manufacturer you prefer, you can cruise over to their web site.

Let's say you have your heart set on a car or truck. Start with one of the car buying sites (see box) to find out more about it, including drive tests, price and local dealerships. Unsure just which vehicle is right for you? Some sites, such as Microsoft's Carpoint <http://carpoint.msn.com/> or Edmunds <http://www.edmunds.com/>, can help you select a vehicle based on price, size, and other preferences. These sites also provide you certain specifics about the vehicle such as the dealers' invoice price and the manufacturers' suggested retail price. Also listed is the cost breakdown for options ranging from air conditioning to bumper body color which can be a tremendous help in deciding what you should pay.



Most of us would prefer a Ferrari, BMW or maybe even a Mercedes but few can afford something so pricey. So you'll need to figure out how to finance this new set of wheels. Moreover, there are a number of questions that confront you before completing this transaction: What is the base price of the purchase?; What percentage of interest do I pay?; Can I afford the monthly payments? — and that's just to name a few! We all know it can get pretty confusing but for some answers let's turn to our new-found friend — the Internet.

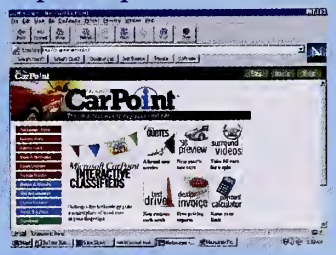
In addition to some of the sites already mentioned, another source to eliminate confusion is your bank or credit union. The Navy Federal Credit Union's web page <http://www.navy.fcu.org/> is a good example of sites offering information on current interest rates for new and used cars. The



Cybersailor's Auto Sites

Shopping for a new or used set of wheels can place you at the mercy of the car salesperson if you don't have good information. Cyberspace is filled with hundreds (if not thousands) of sites about cars and trucks. Here's a list of sites to help you get started:

Microsoft's Carpoint <http://carpoint.msn.com/> -- Vehicle pricing information, reviews, dealer locations, loan calculator and a nifty questionnaire to help you narrow your search based on vehicle price, type and size.



Car & Driver <http://www.caranddriver.com/> -- Annual buying guide, test drive reviews and more.

Edmunds <http://www.edmunds.com/> -- New and used car reviews, wholesale and retail pricing info and good suggestions for dealing with the dealers.

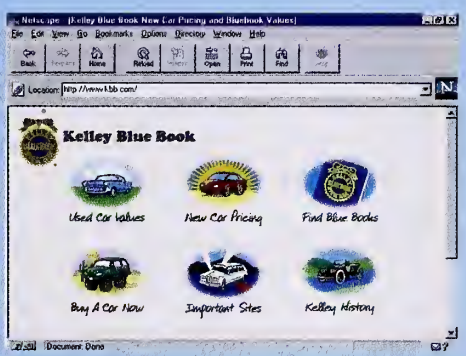
Kelley Blue Book <http://www.kbb.com/> -- The famous Blue Book with all the pricing information you need for both new and used vehicles.A good site to figure out what your old car is worth, too!

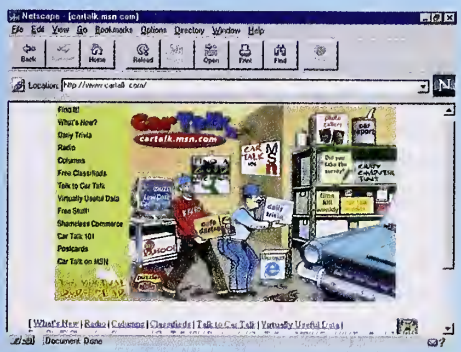
Autosite <http://www.autosite.com./> -- Buying advice, new and used car information and current manufacturer rebates and incentives.

Car Talk <http://www.cartalk.com/> -- Yes, it's the same guys who bring you "Car Talk" on public radio. Tom and Ray Magliozzi present information on cars and car problems. And there's a link to current safety and consumer information sites, such as the **National Highway Traffic Safety Administration <http://www.nhtsa.dot.gov/cars/>**

Happy hunting!







site's loan calculator is designed to provide you a step-by-step way to figure out how much car you can afford. At this point you will enter the price of your purchase, the rate of interest and how long you want to pay on the loan.

Once you have all that information entered just hit return and ... Bam!, out comes the exact monthly payment all calculated to let you know whether your dream vehicle will fit your budget.

See, that wasn't so bad, was it? In this limited space I have barely scratched the surface of what you can do to go on-line in search of your next vehicle. I do hope you will agree with me that the Internet is a simple and effective tool to help make the purchase of your next vehicle much more pleasant, all through the benefit of cyberspace. ⚓

Around the Fleet

COMPUTER-IN-YOUR-POCKET SIMPLIFIES LIFE, CUTS COSTS

WASHINGTON - A different kind of identification card will be the trend for new and veteran Sailors and Marines in the near future.

Called the Smart Card, it contains a number of state-of-the-market innovations to reduce the cost of infrastructure and materials.

The Navy's Smart Card program now includes nine different pilot sites, involving a total of 21 individual commands, using the new system to track processes such as security clearances, food service access and student musters.

Some of the Navy locations now using the Smart Card are: Commander in Chief, U.S. Pacific Fleet; Submarine Base Pearl Harbor, Hawaii; Chief of Naval Education and Training, Pensacola, Fla.; Naval Training Center Great Lakes, Ill.; Naval Station Pascagoula, Miss.; and USS *Yorktown* (CG 48). Personnel stationed at Naval Air Station Oceana, Va., received their cards this summer.

The card, in use by some Army and Marine units for more than two years, contains the individual's photo, a computer chip, a bar code and a three-track magnetic stripe.

According to the organization managing the program, it is a computer minus the monitor and keyboard.

"We provide the external reader and all the other things needed to turn an ordinary desktop computer into a Smart Card computer," said Project Coordinator Jeff Huskey, from Shore Installation Management Division. "The operator slides the card into the reader and then the required information comes up on the screen. Only the information for which the operator is cleared appears on the screen. ⚓

Navy rescue team saves injured hiker

FALLON, Nev. -- A search and rescue team from Naval Air Station Fallon, Nev., recently saved a 19 year-old woman who had been severity injured after a 70-foot fall down a glacier at Iceberg Lake near Mammoth Lakes, Calif.

The injured woman spent the night on a rocky point near the lake before her companions were able to hike out and notify the Navy for assistance.



Photo by JO1 Rick Collins

AE3 Roger Taylor pre-flights the winch on the SAR helo prior to take off while HM3 Shawn Templeton checks his medical packs.

After waiting for the weather to improve, the Navy crew headed for Iceberg Lake, located at an elevation of 9,700 feet.

"We couldn't land near the victim due to the swirling winds buffeting the helicopter," said Co-pilot LT Anne Wilson. Instead, the team landed half a mile away and 500 feet below the victim. Rescue team members Aviation Electrician's Mate 3rd Class Roger Taylor and Hospital Corpsman 3rd Class Shawn Templeton hiked up to the victim carrying rescue gear weighing about 100 pounds. An experienced civilian tracker aided the team in their search for the injured woman.

After hiking in 30-degree temperatures, Taylor and Templeton got to the victim and realized she had back and neck injuries plus a broken leg and ankle.

Because the victim's injuries were so severe, the rescuers knew they wouldn't be able to carry her along the lake shore. They radioed back to the helo and asked the pilot to try once more to land near the victim.

The helo launched again and found the winds had died down enough to land near the woman. The crewmen loaded her into the helicopter and flew her to the Mammoth hospital where she received further treatment for her injuries. ⚓

NAVAL AVIATION PART OF MARS SUCCESS

CHINA LAKE, Calif. -- A Navy military and civilian team from the Naval Air Warfare Center Weapons Division at China Lake, Calif., helped the *Pathfinder* space craft land on Mars July 4.

Team members began working at the Jet Propulsion Laboratory (JPL) in Pasadena, Calif., in 1994 to design, build, develop and test the Rocket Assisted Deceleration (RAD)

subsystem for a landing 190 million miles from Earth -- with no repairman in sight if something goes wrong. That posed the biggest challenge for JPL. "Each step in this extended series of events -- the descent and entry process -- must work properly," said Dr. Les Compton, lead engineer for RAD.

Bill Martin, a member of the Weapons Division's CrewSystems Department, was the project manager for China Lake testing of the RAD subsystem. "Step-by-step testing at China Lake gave us confidence in the subsystem's ability to function on Mars."

Martin and his group were initially responsible for designing procedures, fabricating the hardware, building the specialized parachute and tether systems required for the test and coordinating the range operations and data gathering.

Pathfinder's retro-rockets were tested at China Lake's G-2 drop zone using a helicopter from the Naval Weapons Test Squadron to carry the package to altitude. Later tests, also at China Lake, used full-scale, flight-type hardware. ⚓



Three sisters call the Navy home

USS MOUNT WHITNEY — When young people join the Navy, they are often faced with the uncertainties of leaving their homes, families and friends for the first time. This was the case for three sisters from Browns Valley, Minn. After devoting their lives to their careers, the Navy is not only their home, but a part of their family.

Their story spans nearly 20 years from a time when they decided to see the world, learn a career and seek adventure.

When Chief Hospital Corpsman (SW) Vicki Dew wanted to pursue a medical career in 1976, she went to Corpsman School in Great Lakes, Ill., and is now stationed at the Navy and Marine Corps Reserve Center, Washington, D.C.

In June 1980, her sister, Chief Disbursing Clerk (SW) Donna Dew, currently assigned to USS *Mount Whitney's* (LCC 20) disbursing office, graduated from high school and was on her way to basic training, Orlando, Fla.

Donna wanted a career in accounting and after talking to a recruiter, decided to become a disbursing clerk. While at Disbursing Clerk school, she received orders to the Personnel Support Detachment, Crystal City, Arlington, Va. This allowed her to be located near her older sister, Vicki.

The following year in September 1981, the third sister, Chief Disbursing Clerk (SW) Rita Drew (her current married name), was working as a clerk typist, but felt she needed a change in her life. She also was interested in accounting and after talking with her sisters, began her naval career.

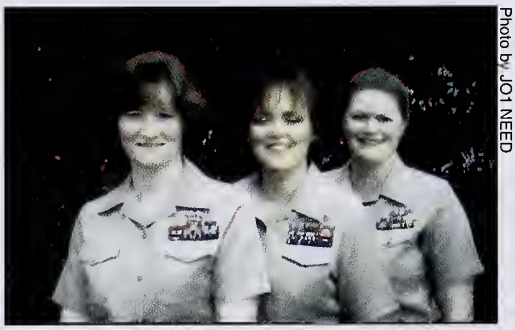


Photo by JO1 NEED

DKC(SW) Rita Drew, HMC(SW) Vicki Dew and DKC(SW) Donna Dew serve together in the Patuxent River, Md., and Norfolk, areas.

As luck would have it, there were an abundance of assignments open for disbursing clerks in Washington. When Rita was assigned to Personnel Support Detachment, Crystal City, all three sisters were united. (The sisters were featured in the November 1982 *All Hands*).

"It was great to be stationed together," said Vicki. "It's always nice to have family near you when," she continued and her sister Rita finished her sentence, "you're in a different world."

After completing their tours in Washington, the Dew sisters were scattered throughout the Far East and were finally reunited in the Norfolk area in 1991 to 1992.

When asked if they thought they would have made the Navy a life-long career, their answers varied. Rita said, "I didn't plan on staying in quite so long."

Donna noted she planned on staying at least 20 if not 30 years, while Vicki said, "They called me Master Chief in boot camp. I plan to stay in until I'm told to leave." ⚓

PROGRAM HELPS NEW SAILORS REMAIN SMOKE-FREE

GREAT LAKES, Ill. -- Young Sailors can achieve a tobacco-free existence after recruit training thanks to a DOD grant to Naval Hospital Great Lakes, Ill., and Naval Dental Research Institute (NDRI).

"A smoke-free Navy in 2000 starts with recruits," said CAPT Jon Bayer, director of community health at Naval Hospital Great Lakes.

Around the Fleet

The hospital's responsibility is to develop a follow-up system to encourage individuals to remain non-smokers. NDRI's role is developing a program for recruits who use smokeless tobacco.

Recruits fill out health forms when they come to recruit training stating whether they use tobacco and how much. Statistics show that 42 percent of all new recruits are smokers when they enlist. Twenty percent of military members Navywide are smokers.

"Some young people start smoking as early as age 10," Bayer said. "We take advantage of the nine weeks of boot camp when they are not smoking. It is also important that leadership set an example." ⚓

SUBMARINE SQUADRON 4 REACTIVATES

GROTON, Conn. -- Submarine Squadron 4 recently reactivated after a two-year break at Naval Submarine Base Groton, Conn. VADM Richard W. Mies, commander, Submarine Forces, U.S. Atlantic Fleet, was the guest speaker at the reactivation ceremony.

Established in 1930 with operations based in Pearl Harbor, the squadron was moved to Charleston, S.C., in 1959, as part of a dispersal plan to make the Atlantic Fleet less vulnerable to nuclear attack. With the closure of Naval Base Charleston, S.C., in 1995, the squadron was inactivated.

The new Submarine Squadron 4 will have the following vessels assigned: USS *Trepang* (SSN 674), USS *Billfish* (SSN 676), USS *City of Corpus Christi* (SSN 705), USS *Providence* (SSN 719), USS *Miami* (SSN 755), USS *Annapolis* (SSN 760) and USS *Hartford* (SSN 768). ⚓

Naval Reservists aid U.S. Coast Guard during oil spill recovery exercise



Photo by JO1 need

ET1 Don Begin, left, and EN3 David Meyers carry the outrigger clamp over to the commerical tug for installation.

Members of the Naval Environmental Action Team (NEAT) 1 participated with the U.S. Coast Guard from the Marine Safety Office located in Tampa, Fla., for an oil spill recovery exercise on Tampa Bay.

The exercise was for both training and a demonstration of the Vehicle of Opportunity Skimming System(VOSS). The VOSS equipment both corrals and skims oil off the surface of the water during a clean-up. The Naval Reservists and Coast Guardsmen hooked up and deployed from the commercial tug *Trooper* a 42 foot aluminum outrigger, 100 foot containment boom, diesel hydraulic prime mover and a skimmer/pump.

The members of NEAT 1 gained excellent hands-on experience to add to the classroom instruction and Occupational Safety and Health Agency (OSHA) qualifications received during the last year of training. NEAT 1 is on call for containing and cleaning any Navy generated oil or hazardous substances (OHS) spill in the eight-state Southeastern region of the United States. ⚓

VIRTUAL NAVAL HOSPITAL ON-LINE

WASHINGTON -- A hospital on the Internet? There are no doctors or patients, but the Virtual Naval Hospital (VNH) does contain health care information.

The VNH is a digital health sciences library designed to provide medical information to help providers take better care of their patients and help Sailors and Marines and their families live healthier lives.

"This is unlike any other tele-library initiative in DOD," said CAPT Richard S. Bakalar, medical sponsor for VNH. "This web site targets primary care providers such as GMOs (general medical officers) and [independent duty corpsmen]. Sailors and Marines at sea or on shore now have direct access to easy-to-understand medical information."

Patients can access information on first aid, consumer health textbooks and organizations, 25 health topics on preventive medicine and Internet search tools.

Providers can access links to disease information on the 80 most common medical problems seen at sea, common medical procedure descriptions, occupational and environmental health issues, medical textbooks, professional health organizations,

GMO manual, and Navy and DOD Internet resources.

"This is about continuing medical education to the deckplates anywhere there is Internet connectivity," said Dr. Michael P. D'Alessandro, VNH's architect. "For those who do not have a connection to the Internet, a CD-ROM will be available." The VNH Homepage address is <www.vnh.org>. ⚓

NOSTRA RECEIVES 1997 ENVIRONMENTAL AWARD

YORKTOWN, Va. -- The military's only full-service prescription eyewear laboratory and Tri-Service Optician School recently received the 1997 Environmental Excellence for Business Award at the annual convention for the Opticians Association of America.

The award recognized the most significant inititative (in the category of 100 or more employees) to improve the optical business operation in an environmentally acceptable manner.

Producing nearly 400,000 pairs of eyewear, and training approximately 100 students each year, NOSTRA (Naval Ophthalmic Support and Training Activity) maintained a 100 percent compliance of all federal, state, and local environmental regulations for more than 5 years. NOSTRA effectively eliminated more than 50,000 gallons of nonhazardous liquid waste. Some of the command's innovations were adopted by several other major optical manufacturers. ⚓

Sailors prevent accident on USS *John F. Kennedy*



Photo by JO1(AW) Michael Hart

AMEAN Marc Andrews and AME2 Timothy Taber averted a recent accident aboard *JFK*.

WHIDBEY ISLAND, Wash. — Quick action by two Sailors from Tactical Electronic Warfare Squadron (VAQ 141) averted a potential accident on the flight deck of USS *John F. Kennedy* (CV 67) during a recent Joint Task Force exercise off the North Carolina coast.

Aviation Structural Mechanic (Safety Equipment) 2nd Class Timothy Taber and AME Airman Marc Andrews were notified by an aircrewman that their EA-6B aircraft had an apparent liquid oxygen (LOX) gauge malfunction. When Andrews looked at the LOX bottles, he immediately called for Taber.

Andrews pointed to a nonventing LOX bottle, which was swelling and frosting over. Taber knew that it was only a matter of time before the LOX bottle would explode, endangering people and other aircraft. Nearby fuel hoses magnified the severity of the hazard. Taber directed Andrews to call a crash cart crew to help dispose of the bottle.

While the crash crew cart was on the way, Taber pulled the LOX bottle out of the aircraft and carried it to an emergency bomb disposal chute on the ship's starboard side.

Taber said later that he was afraid of the LOX bottle exploding while shooting it over the side. "I knew it was just a matter of time before it blew," he said.

Taber was awarded the Navy-Marine Corps Achievement Medal. ⚓

SIMA SAN DIEGO HONORED FOR QUALITY CONTROL

SAN DIEGO -- Shore Intermediate Maintenance Activity (SIMA) San Diego was recently honored at the National Quality Conference held in Washington, D.C. The conference honored recipients of the Presidential Quality Award presented by Vice President Al Gore.

SIMA San Diego was the only Navy command honored at this year's conference. The command received the award as a result of improved work processes implemented over the past few years, increasing productivity by more than 30 percent.

One of the factors contributing to SIMA's success is an empowered work force who takes ownership of their processes. The efforts for quality at SIMA can be seen through the improvements in several shops. A reduction in product turnaround time was one of the major improvements realized at SIMA. ⚓

Around the Fleet

HSL-42 RECEIVES GRAMPAW PETTIBONE AWARD

WASHINGTON --Helicopter Antisubmarine Squadron Light (HSL) 42 was recently selected as the 1996 Grampaw Pettibone Award winner in both the unit and individual categories.

This award is given for the most significant contributions toward aviation safety awareness through publications. During 1996, HSL-42 submitted more than 50 articles for publication that involved all aspects of naval aviation. The squadron has more than 94,000 class A mishap-free flight hours, LT Billy Carter, responsible for the squadron's Naval Air Training and Operating Procedures Standardization program and Search and Rescue operations during 1996, won the individual award for his personal contributions to aviation safety and mishap prevention. ⚓

Sailors Touch Lives of Thai Youth

PHITSANULOK, Thailand -- Two sailors work side-by-side -- one is Thai, the other American. They have learned important lessons from each other during *Cobra Gold* 1997, the largest strategic mobility exercise involving U.S. Pacific Command forces. In the midst of *Cobra Gold* 1997, American and Royal Thai Naval forces teamed up to refurbish Wattatikian Elementary, a rural Thai elementary school with an enrollment of 75 students.

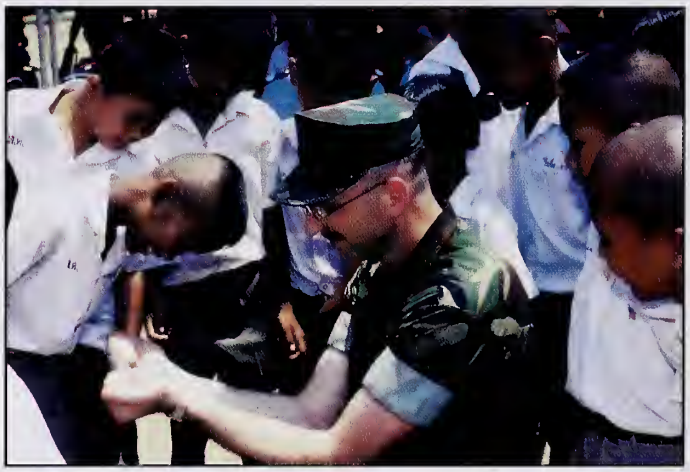


Photo by CAPT Norris Jones

NCIS Agent Jeff Norwitz gives away candy after students are able to identify which hand it's in.

In addition to painting, the Sailors replaced the rusted, corrugated roof and repaired three cisterns that are used to collect rainwater for drinking purposes. The volunteers completed work on three new washrooms and installed new playground equipment.

Nineteen-year-old Seaman Recruit William R. Alford II of Kokomo, Ind., reflected on his time spent working on the school. "Most kids back in high school, in the United States, don't think about places like this," Alford said.

"You see it on television sometimes but you don't really understand until you've been here," he added.

One of the hardest workers during *Cobra Gold* '97, was Naval Criminal Investigative Service (NCIS) agent Jeff Norwitz of West Hartford, Conn. During one of his first visits to the school, he discovered the interior fluorescent lights had not worked for years. Norwitz helped spearhead a fund drive that raised nearly $1,000 which was used to replace lights, install new wiring and purchase fire extinguishers.

During a recent dedication ceremony, the volunteer force was highly praised. "This wasn't a Thai project. This wasn't a U.S. project." said RADM Robert C. Chaplin, Commander Amphibious Forces 7th Fleet. "This was a combined naval forces project -- united in every sense of the word. It's the essence of *Cobra Gold*.

Today, the community of Phitsanulok, Thailand, will never forget their American friends who gave them a school and a future. ⚓

USS BLUE RIDGE PAYS FIRST PORT CALL TO CHINESE HONG KONG

HONG KONG -- USS *Blue Ridge* (LCC 19) is the first U.S. Navy ship to pay a port-call Hong Kong since the reversion to Chinese rule on July 1.

Hong Kong has long been a favorite stop for Sailors on deployments to the Western Pacific, Indian Ocean and Arabian Gulf. More than 60 U.S. Navy ships a year typically call on Hong Kong to break up the long deployments at sea.

The decision to allow U.S. Navy ships to call on Hong Kong following the reversion from Britain to China came after talks between Chinese Vice PremierQian Qichen and U.S. Secretary of State Madeline Albright.

"I believe future U.S. Navy port calls to Hong Kong will continue the friendship and respect Americans feel for the people of Hong Kong," said Vice ADM Robert J. Natter,commander U.S. 7th Fleet. "Visits like this by *Blue Ridge* also demonstrate the U.S. commitment to regional security. "

While in port, *Blue Ridge* continued its traditionof conducting a community relations project for a local rphanage. Sailors also be participated in sporting events with local organiza-

tions including a soccer game.

Sailors from USS *Patriot* (MCM 7) and USS *Guardian* (MCM 5) both forward-deployed to Sasebo, Japan, joined the crew of *Blue Ridge*.

"I've been to Hong Kong six times and I've liked it every time," said Yeoman 2nd Class Jack M. Hutton Jr., from Ogden, Utah. "I love the food there and the window shopping., I doubt much will be different since I visited in February." ⚓

U.S. SUPPORT GROUP AIDS HAITIANS

PORT-AU-PRINCE, Haiti -- Since March of 1996, more than 350 Humanitarian Assistance "Health Calls" have been conducted by U.S. Support Group, Haiti, medical units at more than 100 sites throughout Port-au-Prince. About 150 to 300 Haitians are seen each Health Call. Health Calls provide everything from vaccinations to minor surgical procedures.

The U.S. Support Group is comprised of members from the Fleet Hospital 5, Bremerton, Wash., and four members of the Canadian Force Medical Services.

Through U.S. Support Group, Haiti Humanitarian Assistance, there have been more than 28,000 Haitians aided. ⚓

Ike rescues civilian diver lost at sea

ABOARD USS *DWIGHT D. EISENHOWER* -- The crew of USS *Dwight D. Eisenhower* (CVN 69) and members of Carrier Air Wing 17, rescued a civilian diver who was lost at sea 53 miles east of Mayport, Fla., and had been adrift for 24 hours.

The civilian diver, George Labahn from the Mayport area was reported missing after being separated from his diving boat *Brand X II* the day before. Labahn was spotted in the water by a junior "Ike" Sailor, Airman Williams. "I looked over the side and there was this guy waving at me from the water," said Williams.



U.S. Navy photo

George Labahn is escorted to a waiting Coast Guard helicopter for transport back to Mayport, Fla., after Eisenhower's SAR team rescued him.

Ike sent their Search and Rescue (SAR) helicopter from Helicopter Squadron (HS) 15 to retrieve Labahn. The diver was brought aboard the carrier, treated for fatigue and dehydration and then taken back to Mayport on a U.S. Coast Guard helicopter.

"I really appreciate everything you've done," Labahn told CAPT Greg Brown, commanding officer of *Dwight D. Eisenhower*. "I [recently] attended the funeral of the last guy who had something like this happen to him."

The conditions under which Labahn was spotted were extraordinary. Ike had just set sail from Mayport heading back to Norfolk, with 600 friends and family members on board participating in a "tiger cruise."

Shortly after getting underway, CAPT Richard Gallagher, the executive officer, conducted a man overboard drill designed to familiarize the "tigers" with standard procedures to follow in case someone falls over the side. "It is paramount that our friends and family members know where to go during a man overboard scenario so that we can quickly and accurately account for them," said Gallagher.

At the conclusion of the drill, as crew members, family and friends were dispersing from assigned gathering points, Labahn was spotted.

"Man overboard, This is not a drill!" was passed over the ship's general announcing system instructing everyone to return to the gathering areas to confirm who was missing.

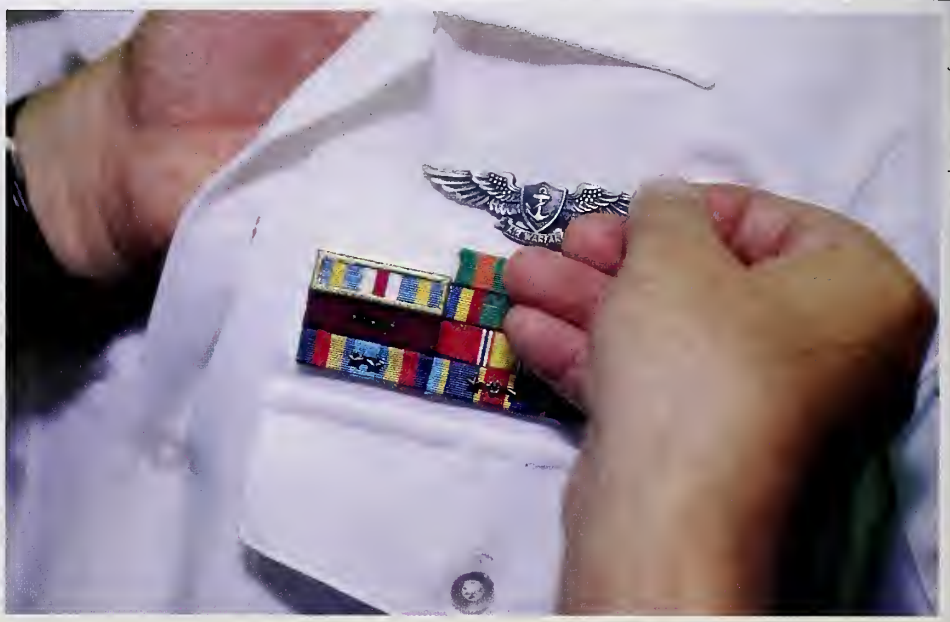
"We initially thought that the man spotted must have come from Ike because we were so far out to sea," said Gallagher, "But I became suspicious when a complete and accurate muster of those on board revealed that no one was missing!"

When asked about the rescue, Brown said, "It's absolutely incredible! What are the odds of coming across someone 53 miles out to sea after just practicing for this sort of contingency," followed by 10 seconds of silence. That's one lucky guy." ⚓

Charthouse



Enlisted Warfare Qualifications change



An enlisted warfare qualification requirement for advancement to E-6 and above is being phased in during the next three years in a move designed to focus qualifications on mission effectiveness.

Chief of Naval Operations Admiral Jay L. Johnson issued NAVOP 008/97 to ensure warfare qualification standards are current, support Navy priorities and are consistent with the Navy's guiding vision.

Three changes will be phased in during the next three years. All E-5 and above serving at sea, must be warfare qualified to advance in pay grade. Re-qualificationof a condensed (command specific) PQS will be required in subsequent sea tours. A core PQS and ship/unit specific PQS will be established which, in combination, will constitute initial qualification criteria. Thereafter, only the condensed (command specific) PQS will be required to maintain the currency of the requirement.

A forthcoming NAVADMIN details these changes, which will apply to all enlisted warfare programs and are designed to permanently align qualifications to focus on warfighting and mission capability of the ship, squadron or unit. Enlisted warfare qualification programs are at the very heart of mission effectiveness and the capability of the Navy.

Warfare qualification is credible, prestigious proof of sustained superior performance in the Navy's unique operational environment, and is a vital ingredient of the professionalism needed to operate the Navy of today and tomorrow. The initial qualification is a major milestone in a Sailor's professional development and formally recognizes initiative, technical competence and readiness for increased responsibility.

Warfare qualifications mesh perfectly with the CNO's four stars in the Navy's guiding constellation. Warfare qualified Sailors are an essential element of U.S. Navy "Operational Primacy." Sailors must know the warfighting capability of their ship, squadron or unit and be totally familiar with the mission of their command to achieve this objective.

The professional achievement of warfare qualification is key to the development of "Leadership" skills carried through all ranks.

Achievement of warfare qualification by all hands is both the mark of, and the foundation for "Teamwork." Long-term, effective command programs are never the product of one or two leaders.

Warfare qualification is a symbol of the professional "Pride" of every Sailor who earns a warfare insignia. Changes will effect those serving in Type 2 and 4 Sea Duty and will apply to the March 2000 advancement cycle. This transition period will allow the fleet to approach these changes in a deliberate manner. The requirement is a great opportunity to increase both the individual and overall professionalism of the Navy. ⚓

Source:Office of the MCPON

Spouse collocation assignment policy modified

Several modifications to the Navy's military couple assignment procedures are now in effect, according to the Bureau of Naval Personnel (BUPERS). Three of the modifications listed in NAVADMIN 148/97 address simultaneous sea duty for first-term personnel and spouses in a training status.



BUPERS' goal is to avoid involuntary simultaneous sea duty assignments (Type 2, more than 150 days away from home port; or Type 4, overseas homeported) for new accessions and first-term personnel; but couples may now be assigned to sea duty if it is consistent with the Navy's needs and the member's training requirements.

If a couple is assigned to sea duty, BUPERS will attempt to geographically collocate both Sailors. The senior member of E-1 through E-4 couples may receive BAQ/VHA at the single rate while on simultaneous sea duty.

Under the training modifications, if one or both members are going into a training status, BUPERS will keep collocation requests on file to assist collocation efforts after the training assignment. Members who request duty under instruction training must be advised that they may not be eligible for spouse collocation in conjunction with the training assignment.

For further information on spouse collocation, service members should refer to the Enlisted Transfer Manual (Article 3.21) and the Military Personnel Manual (Article 1860340). For questions on the policy modification, contact LCDR R.F. Dodge, PERS 2210, at DSN 225-3868 or (703) 695-3868. ⚓

DOD standardizes in-service tuition aid

All service members will be entitled to uniform tuition assistance benefits under a new DOD policy.

Under the new policy, slated to go into effect October 1998, all services will pay 75 percent of the cost of college and university tuition for off-duty courses up to a maximum of $187.50 per semester-hour. For a typical, three semester-hour course that hits the $187.50 per hour limit, the military would pay $562.50 and the individual $187.50.



Implementation was delayed to give the services time to budget for the mandated funding levels. The policy also includes a $3,500 per year tuition assistance cap per service member. Costs for high school equivalency programs will continue to be fully funded.

Each service currently uses its own formula for providing tuition assistance, according to Otto J. Thomas, DOD's chief of continuing education. "In addition to deciding how much money they pay, the services establish their own per-course and per-year limits and overseas funding rates," he said. "Installation commanders in some cases can redirect tuition assistance funds to other local programs."

Thomas said the difference between services' benefits could vary by up to $300 per course.

About 300,000 service members take advantage of post-secondary courses each year. ⚓

Shipmates



Photographer's Mate Airman Apprentice Eric Yujiro Murata was selected Junior Sailor of the Quarter (2nd Quarter 1997) at Fleet Imaging Center Pacific San Diego. Murata, a Mission Viejo, Calif., native, was selected for his outstanding progress toward his Naval Air Crewman qualification and also his excellent photographic coverage of the People's Republic of China Navy ship visit to San Diego.



Legalman 1st Class (Aviation Warfare) Laura L. Cromeans was awarded the Captain Winifred Quick Collins Award for Inspirational Leadership. The Helena, Ark., had also been selected as 1996 Legalman of the Year Navywide. Cromeans is currently assigned as the leading petty officer and senior legal technician for the Office of the Staff Judge Advocate for Commander, Naval Base, Jacksonville, Fla.



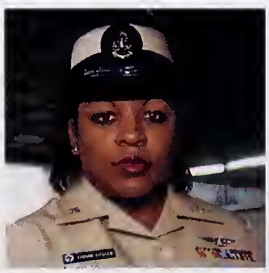
Hospitalman 1st Class Shellie Mackson was selected as the Greater Memphis Area Senior Sailor of the Quarter, 1st Quarter, 1997. The Lakewood, N.J., native was recognized for his outstanding accomplishments as a manpower analyst, command medical liaison and HIV-AIDS awareness instructor. Mackson is assigned to the Naval Manpower Analysis Center.



Chief Radioman (Surface Warfare) Carlos Ivan Oliveras, received the Joint Service Achievement Medal for service as the Acting Terminal Equipment Section Chief in Headquarters, Allied Forces Central Europe, Brunssum, The Netherlands. A Painesville, Ohio, native, his outstanding leadership led to his nomination for the U.S. Naval Forces Europe 1996 Leadership Award by the Senior U.S. Naval Officer.



Curtis Littleton of the Naval Supply Systems Command was named Central Pennsylvania's Federal Employee of the Year by the Central Pennsylvania Federal Executive Association (FEA). Littleton is a supply systems analyst assigned to the Policy Branch of the Food Services Division of NAVSUP and was honored for his numerous contributions to the division and the community.



Chief Radioman Yvonne Kitchen received a Zenkokai Good Deeds Award from Japanese Prime Minister Ryutaro Hashimoto's office. The award is given to foreigners whose benevolence has helped the Japanese public. Kitchen, a New Jersey native, assigned to Commander, Fleet Air Western Pacific, received the award for sponsoring projects to unite NAF Atsugi Girl Scouts with scouts from the nearby cities.

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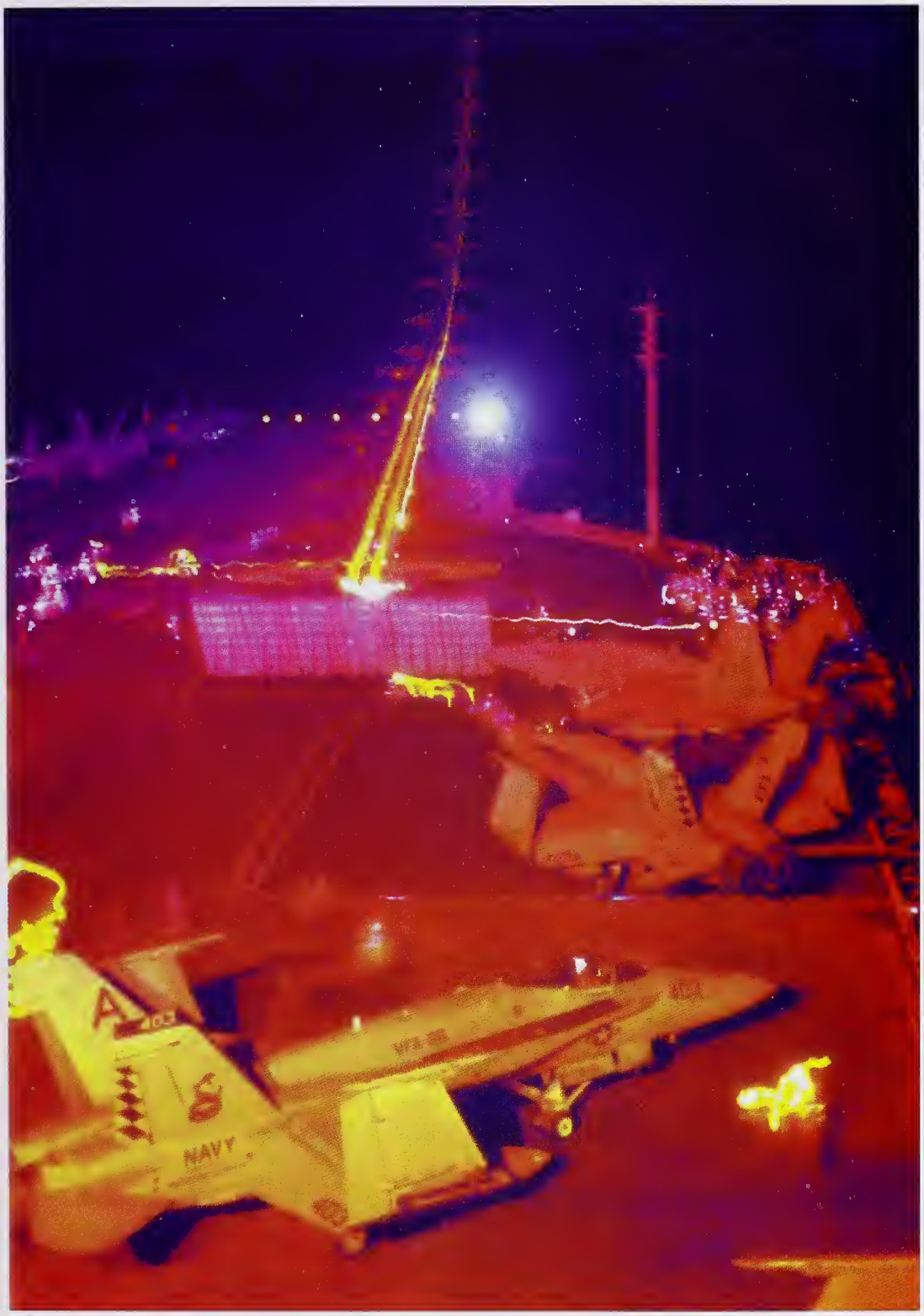


Photo by PH3Joseph Hendricks

An F/A-18C *Hornet* from the "Sidewinders" of Fighter Attack Squadron (VFA) 86 prepares to launch from the flight deck of the aircraft carrier USS *George Washington* (CVN 73) during night operations.



Photos by JO1(AW) Michael Hart



Name: AA Jessie I. Crosby

Assigned to: USS *John F. Kennedy* (CV 67) Air Department

Hometown: Salem, Ala.

Job description: Tower operator in primary flight control; responsible for tracking all airborne aircraft.

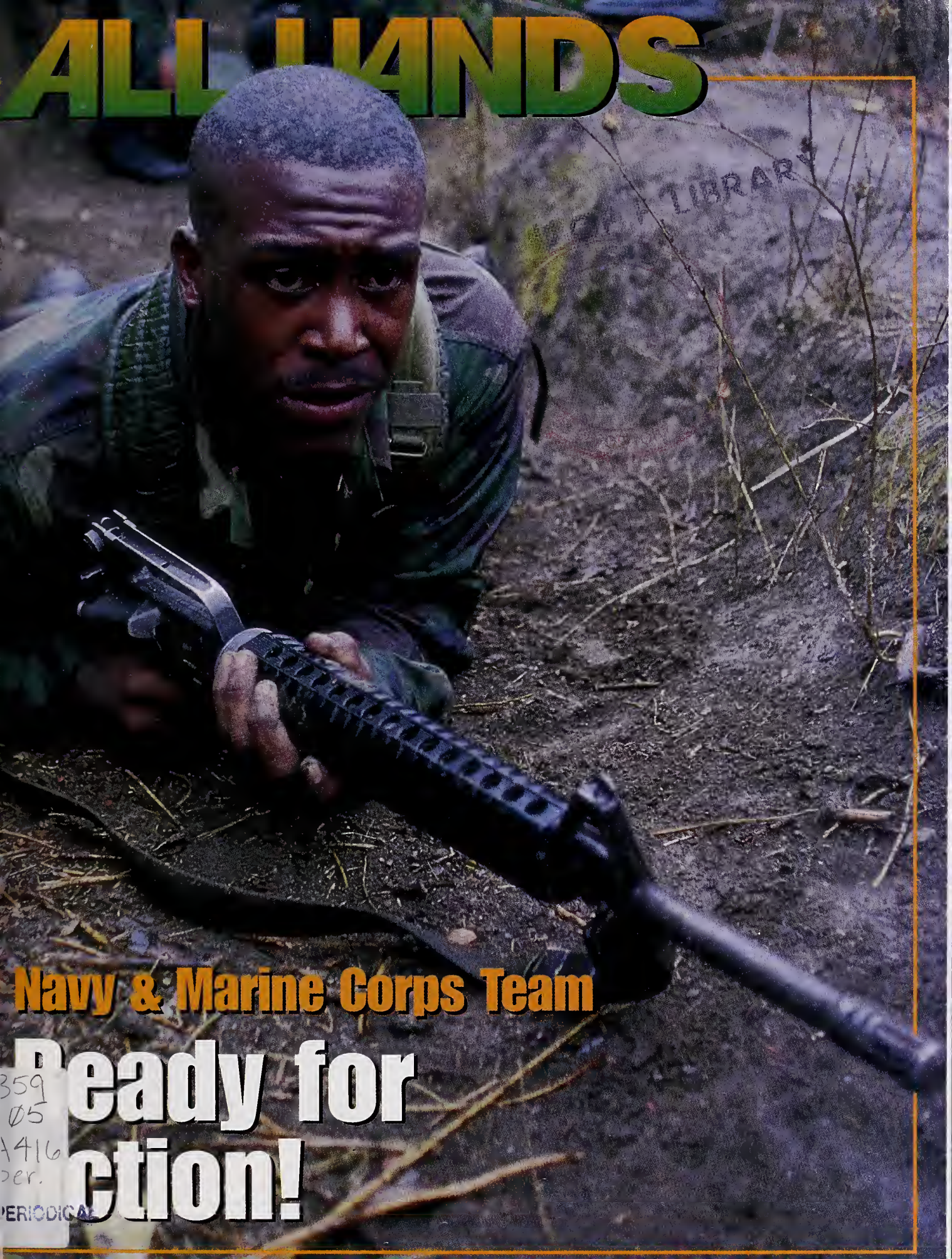
Achievements: Visited St. Maarten last November.

Hobbies: Reading, traveling and taking walks.

Best part of the job: "It's fast-paced and demanding. While we're at sea time flies by."

Key to success: "Keep your eyes straight ahead and don't look back."

ALL HANDS



Navy & Marine Corps Team

Ready for Action!

359
05
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PERIODICAL



Photo by PH3 Sam Dallal

Cpl. Roger Carr of Millerville, Ala., and AD3 Jason Stephen of Bennet, Neb., inspect an F/A-18C *Hornet* engine in USS *George Washington*'s (CVN 73) jet shop during JTFEX 97-3 conducted off the coast of North Carolina.

ALL HANDS

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December

Number969


Page 2

Photo by PH3 Sam Dallal

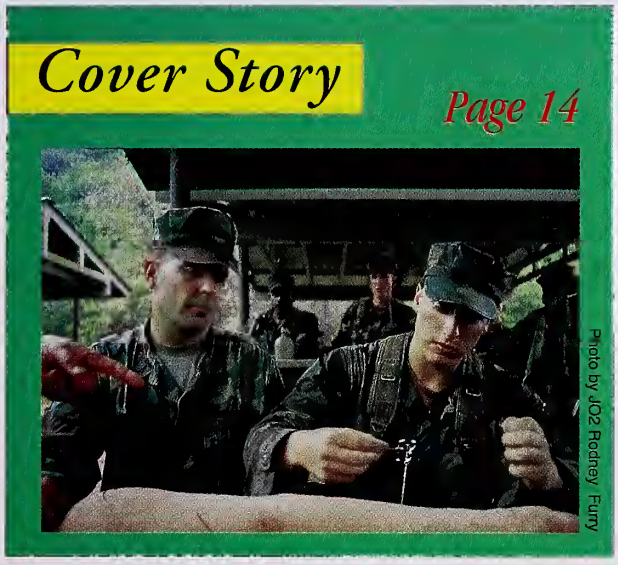


Photo by JO2 Rodney Furry


Page 40

Photo by PHC John Gay

FEATURES

2 **JTFEX '97-3: *Starring the Navy, Marine Corps Team***
Sailors and Marines converge off the North Carolina shoreline for action, adventure and some intense training.

8 ***Tomorrow's Sailors***
It's sea time for the Naval Sea Cadet Corps.

10 ***Shaping Up Young Marines***
Young Marines learn valuable lessons for life.

12 ***Worst Case Scenario***
Sailors and Marines respond to simulated chemical attack in the nation's capital.

14 ***Full Metal Doctor***
Corpsmen prove life on the green side takes a whole lot of guts and a fistful of Semper Fi.

18 ***Mentoring Midshipmen***
Sea services team up at Naval Academy to train our future leaders.

34 ***Navy, Marine Corps train for readiness***
Combined training works at Expeditionary Warfare Training Group, Atlantic.

38 ***Sea Services Mascots***
Bill and Chesty: A special breed of inspiration.

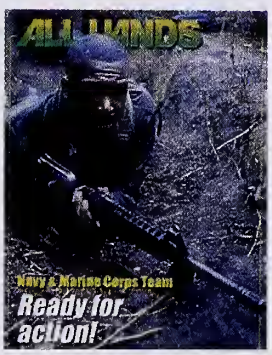
40 ***Going over board***
So you want to be a snowboarder? We'll show you the ins and outs of this cool winter sport.

PHOTO FEATURES

22 ***Guarding a Tradition***
24 **Kernel Blitz '97**
32 ***Carrier Marine Dets***

DEPARTMENTS

44 ***CyberSailor***
46 ***Charthouse***
48 ***Shipmates***



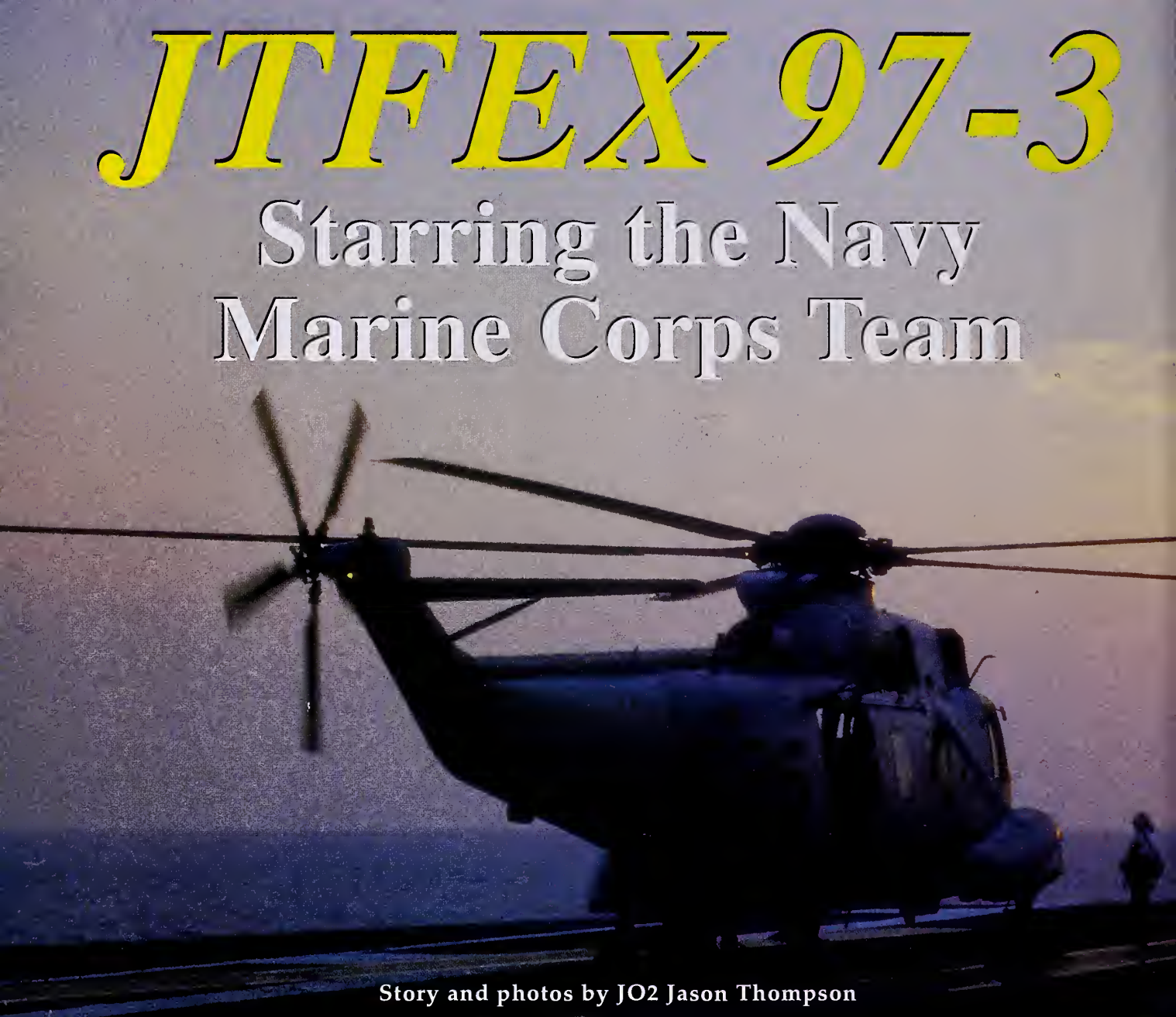
ON THE COVER

DTSR Aubrey R. Jakes take the point and scouts out the trail ahead for his litter bearer team on the Field Medical Service School confidence course. (Photo by JO2 Rodney Furry)

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JTFEX 97-3

Starring the Navy Marine Corps Team



Story and photos by JO2 Jason Thompson

It had all the elements of a Hollywood production — action, adventure, drama, suspense — but this story was real...

The cast of 30,000 for Joint Task Force Exercise (JTFEX) 97-3 came from all branches of the armed services. The lead roles were scripted for three of the Navy-Marine Corps team's heaviest hitters: USS *George Washington*'s (CVN 73) Battle Group (CVBG), USS *Guam*'s (LPH 9) amphibious ready group (ARG) and the 26th Marine Expeditionary Unit Special Operations Capable (MEU(SOC)).

Inside the dimly lit command and control center aboard USS *Mount Whitney* (LCC 20), VADM Vern Clark, U.S. 2nd Fleet Commander, had no doubt the Sailors and Marines were ready for opening night.

"I see the Navy-Marine Corps team being stronger than it ever has been before," said Clark. "When they complete this exercise, the amphibious ready group/carrier battle group team will have trained and tested in every situation they may meet while forward deployed."

This was the end of a six-



▲ Marine Capt. Timothy Flanagan of Fox County, Penn., briefs ACAN Richard Garcia of Galveston, Texas, on the day's flight plan aboard USS *Guam* (LPH 9).



▲ A plane captain aboard USS *George Washington* (CVN 73) stands by to chain down his aircraft.

month training pipeline to prepare the CVBG for deployment — this was the final exam. When all the players in the two-week exercise were in position, Clark gave the cue.

ACT I

FORWARD PRESENCE

Military intelligence reports confirm a massive buildup of troops along the border between the fictitious countries of "Korona," an aggressive nation run by a ruthless dictator, and "Kartuna," an ally of the United States. Ships forward-deployed to the region were ordered to steam toward Kartuna to keep an eye on a potentially volatile situation.

Ships from USS *George Washington*'s CVBG arrived on scene first, followed later by USS *Guam*'s ARG. The first order of business was to put Navy and Marine Corps aircraft in the air. F-18 Hornets and F-14 Tomcats from Carrier Air Wing 1 took to the skies over Kartuna on around-the-clock sorties.

Down on GW's deckplates Sailors and Marines worked to maintain the intense pace. Marines assigned to the VMFA-251 "T-Bolts" worked side-by-side with Sailors on the flight deck, hangar bay and several other areas aboard the nuclear-powered aircraft

➤ An aircraft director aboard USS *George Washington's* flight deck guides an F/A-18 *Hornet* into position for another catapult launch.





➤ LTJG Derrick Sanders of Houston makes a log entry on the bridge of USS *Inchon* (MCS 12) during the mine countermeasures phase of the exercise. *Inchon* coordinated with other mine countermeasure forces participating in the exercise to clear a path for Marine amphibious assaults.

carrier.

For Lance Cpl. Roger Carr, an F/A-18C jet engine mechanic for the ship's IM-2 division, this exercise was the first time he had a chance to work with his Navy counterparts, and he said didn't notice any difference.

"Here in the jet shop, nobody is more important than the next person," said the 20-year-old Marine from Millerville, Ala. "Everybody works together as a team to reach the same goal — to put out the best quality product and keep the birds off the deck."

Several miles away inside *Guam's* air traffic control center, Air Traffic Controller Airman Richard Garcia Jr. echoed Carr's sentiment about the relationship between Sailors and Marines.

"I've always worked with Marines in air traffic control," said the 22-year-old Galveston, Texas, native. "When it comes to getting the mission done, it doesn't matter whether you're Navy or Marine. What matters is what you're made of underneath the uniform."

So far, the Navy-Marine Corps mission was accomplished and a U.S. naval presence was established in the region.

ACT II
EMBASSY EVAC

The situation continues to worsen and war seems imminent. After diplomatic efforts failed, the United States began evacuating its citizens from Kartuna.

Marines, specially trained in the evacuation of noncombatants from hostile areas, boarded helicopters from USS *Guam* and were transported to the embassy site. Upon landing, they fanned out to cover all of the compound's points of entry while embassy staff and family members were loaded into the helos and flown to safety.

While it wasn't an actual



➤ A Marine from 26th MEU receives final instructions while USS *Oak Hill* (LSD 51) steams in the background.

embassy evacuation, Sailors and Marines practiced some very important skills.

In recent years, humanitarian missions like the one simulated in JTFEX 97-3 have taken on increased significance in Navy-Marine Corps strategy. Just in the last two years noncombatant evacuations have been ordered in Sierra Leone (Operation *Noble Obelisk*), Albania (Operation *Silver Wake*) and Liberia (Operation *Assured Response*).

"If you look at the headlines during the past few years, all you read about is amphibious ready groups responding to crisis situations," said Chief Air Traffic Controller (AW/SW) Albert Brown of Raeford, N.C. "The world around us is changing and the Navy and Marine Corps are adapting to those changes."

ACT III
LIBERATION

The saber rattling by Korona's dictator finally escalated into an all-out invasion of Kartuna. Outgunned and outmaneuvered, Kartuna's forces were overrun by Koronan troops and portions of the country have been occupied. U.S. military leaders are developing strategies to drive out Koronan forces.

A key part of the strategy was a Marine amphibious landing by 26th MEU(SOC) embarked with *Guam*'s ARG. First, U.S. air superiority had to be established



➤ AMSSC Mike Kennedy scans the horizon off the coast of North Carolina, providing the SH-3H *Sea King* pilot an extra set of eyes.



Photo by PH3 Sam Dallal

▲ SN Jennifer Bray of Cincinnati, guides a Landing Craft Air Cushion (LCAC) ashore during the Marine amphibious assault portion of JTFEX 97-3.

by neutralizing Korona's air threat. Aircraft from *George Washington* flew air strike missions, destroying Koronan planes, airfields and air defense sites. The Battle Group ships and aircraft also worked to attain maritime superiority, eliminating any threat posed by Koronan naval forces.

Second, the threat of minefields had to be eliminated. U.S. mine countermeasures ships involved in the exercise, supported by the mine warfare "mother ship" USS *Inchon* (MCS 12) swept the area for mines and cleared a path for amphibious assault ships to proceed.

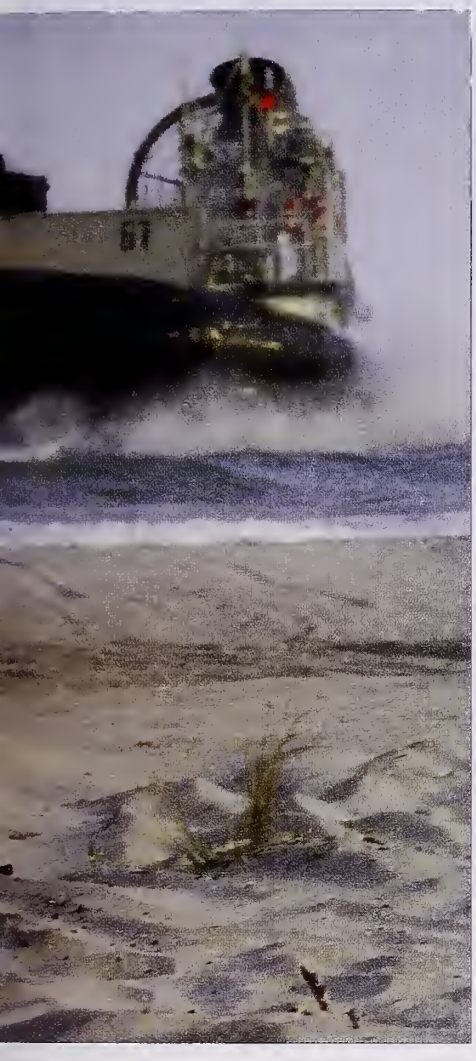
Once the minefields were clear and air and maritime superiority were attained, the amphibious assault phase of the exercise was ready to begin. Landing craft loaded with tanks, HUMVEEs and Marines headed for Kartuna's coast. CH-53 and CH-46 helicopters prepared to lift off from *Guam*'s flight deck, fully loaded with Marines. Then the command was given: "Land the landing force."

On that signal, the deafening roar of landing crafts racing to the shoreline filled the air. Planes provided air support as the first wave of troops stormed the beachhead. While Marines secured the beach and prepared for the next wave of landings, Army paratroopers from the 18th Airborne Corps, Ft. Bragg, N.C., were inserted inland courtesy of the Air Force. The two-front assault caught Koronan forces by surprise and pushed them into retreat.

ACT IV
ORDER RESTORED

Kartuna was liberated as Koronan invaders fell back across the border. Order and stability has been restored in the region.

Like in the movies, the "good guys" won. But JTFEX 97-3 wasn't a movie. The men and women



participating in the exercise were real people training for the possibility of a real crisis.

When a crisis occurs somewhere in the world, forward-deployed Navy and Marine Corps forces will likely be the first to respond. That's why it's so critical for Sailors and Marines to work together as a team.

"The Navy-Marine Corps relationship is big, fast and growing stronger all the time," said CAPT Philip Sowa, commander, Amphibious Squadron 2.

"We know that during exercises like JTFEX, teamwork is what makes us strong." ⚓

Thompson and Dallal are photojournalists assigned to All Hands.



Photo by PH3 Sam Dallal

"The Navy-Marine Corps relationship is big, fast and growing stronger all the time"

CAPT Philip Sowa, Commander Amphibious Squadron 2

◀ A Marine applies war paint aboard USS *Guam* (LPH 9) in preparation for the beach assault.

▼ HUMVEE drivers stand by to transport troops and equipment inland. Landing amphibious forces ashore requires close coordination between the Navy and Marine Corps.





▲ A Marine attached to 26th Marine Expeditionary Unit aboard a Utility Landing Craft waits for the amphibious assault phase of JTFEX 97-3 to begin.



Tomorrow's Sailors

U.S. Navy photo

Story by JOCS Gwynneth Schultz and LCDR Joseph S. Land

For many Sailors, entry into the Navy didn't begin in a recruiter's office. It started when they were members of the Naval Sea Cadet Corps (NSCC).

The Corps recently celebrated 35 years of partnership with the sea services. During those years, the "Sea Cadets" have provided hands-on training to young men and women ages 13 to 17 from across the country, while instilling the values of pride, service and patriotism.

NSCC was established in 1958 by the Navy League of the United States at the request of the Navy "to create a favorable image of the Navy on the part of American youth."

The program's goals include creating an appreciation of Navy history, customs and traditions as well as making members aware of the prestige of a military career. Because of the advantages gained by belonging to the Sea Cadets, many members join the military after high school graduation, either by enlisting or through various college and academic programs.

> *"It's a great way to see if the sea services are where you belong."*
>
> *RADM Charles J. Beers Jr., Commander, Submarine Group 10, Kings Bay, Ga.*

But the objectives of the Sea Cadets encompass more than preparing young people for a career in the armed forces. They include preparing for life by developing the positive qualities of patriotism, courage, self-reliance, confidence, strong moral character, good citizenship and a drug-free lifestyle.

The highlight of the program is the unparalleled training opportunities throughout the fleet. After two weeks of summer "boot camp," Sea Cadets have a multitude of high-adventure programs, each 10- to 14-days long.

Many successful Sailors began their career as Sea Cadets. RADM

➤ Sea Cadets are exposed to all types of training. Here, they begin to "learn the ropes" aboard USS *Constitution*.



U.S. Navy photo

Charles J. Beers Jr., Commander, Submarine Group 10, Kings Bay, Ga., started his naval career as a Sea Cadet in southern California. Master Chief Leo Brand II, returned to the Corps after retiring from the Navy and is the commanding officer of a Sea Cadet command in central Florida.

"It's a great way to see if the sea services are where you belong," said Beers. "It gave me a leg up to decide that I wanted to go into the Navy."

Local drills take place at local military installations, veterans' facilities, community centers or schools. Training includes leadership, seamanship, aviation, marching and safety.

For those who want to go further afield, the opportunities for interaction with sea cadets from other nations are available. Exchanges with Canada, Great Britain and Bermuda are routine. The advancement of e-mail and availability of computers in the home led to the development of an on-line "Sea Cadet Muster" for members of the international Sea Cadet Corps.



U.S. Navy photo

The web site provides the opportunity to exchange ideas on uniforms in the United States, find out about sail training classes in Great Britain or read about how members became part of the Sea Cadets. A number of friendships begin with the muster, and develop as cadets and leaders meet during training exchanges.

Dedicated adult volunteers — mostly active-duty, Reserve or retired Sailors — proudly wear the uniform of a Naval Sea Cadet Corps officer and provide volunteer management of divisions, squadrons and battalions home ported in communities throughout the United States.

➤ League cadet Sharon Wheatley, of the New England Region, Fleet Reserve Association Constitution Division heaves a line during a flagship competition.

The Navy's Core Values of Honor, Courage and Commitment are the bedrock for the Sea Cadets' Core Values of Pride, Service and Patriotism. "We're proud to wear the Navy's uniform and are proud to be part of the Navy and Coast Guard Family," said Brand.

There are units in most major areas of Navy and Coast Guard concentration. For further information on how you or a young person you know can join, write:

United States Naval Sea Cadet Corps
2300 Wilson Blvd.
Arlington, VA 22201 or call
(703) 243-6910.
And, yes, you can e-mail them at:
nscchq@erols.com. ⚓

Schultz, is the editor of Navy News Service and is also a Lieutenant in the Naval Sea Cadet Corps, Washington, D.C., and Land is a 10-year Navy veteran and former Sea Cadet. He is the special projects officer for Sea Cadet Headquarters.

Shaping up Young Marines



Story and photos by
Lance Cpl. Matt S. Schafer

Many Marines would like to be drill instructors. A few Marines at Marine Barracks, Washington, D.C., are finding out it takes more than barking orders to transform young recruits into Young Marines. These barracks Marines are working with Young Marines as drill instructors.

They meet with the youngsters every Tuesday and Saturday for the Young Marines' version of boot camp.

According to the Company A Gunnery Sergeant and Commanding Officer of the 8th & I Young Marines, Staff Sgt. Terrance C. Bailey, being a drill instructor for the Young Marines requires more time and effort than people expect. Each platoon has three drill instructors, including one Young Marine drill instructor and about 25 recruits. They spend roughly two hours on Thursday's session and six hours on Saturday, but that is only half the time they spend with their recruits.

"Training is a real test of patience, but when you see the final product at their graduation, you gain the satisfaction that makes all that time worth while."

Sgt. Clint Carmichael

"Every day, there's something going on with Young Marines," said Bailey. "Sometimes we inspect the bedrooms at their homes. We visit their schools and we practice drill."

Bailey explained that some Marines spend six to seven days a week working with the Young Marines. Throughout their regular meetings, barracks Marines teach the children ways to become better individuals. They cover everything Marines learn at boot camp short of combatant training.

"The Young Marines are given a Physical Fitness Test, they study practical application and compete in drill against other platoons within the 8th and I unit," Bailey said.

The Young Marines at 8th and I have two basic training platoons. One is run by Sgt. Clint Carmichael from A Company, and Cpl. Kelvin D. Paulk from Guard Company handles the other. Carmichael and Paulk are the senior drill instructors, and each platoon has

two additional drill instructors.

"Training is a real test of patience, but when you see the final product at their graduation, you gain the satisfaction that makes all that time worthwhile," said Carmichael.

The Young Marines are not the only people who gain something from this program. Bailey explained some of these Marines want to be drill instructors in the Marine Corps, and working with the children gives them a taste of what running a platoon is really like. The experience also allows them to become better Marines.

"As Marines, they have learned how to use time well," said Bailey. "The Marines teaching the recruits also become more familiar with information they'll need to know for promotion boards." Most of these guys do this because it helps them learn how to teach," Bailey said.

While the experience of being a drill instructor is new to some of these Marines such as Cpl. Valerie J. Beachum from MCI and A Company's. Lance Cpl. Andrew P. Jamie, Marines have been using this opportunity for the last 17 years.

The Young Marine unit at the barracks began in 1979.There are currently about 600 children participating in Young Marines in the metro area, and 7,000 children nationwide.



◄ Young Marines prepare to take on a rappelling tower during their training.

"I don't solicit for instructors. Marines usually come to me, like Sgt. Carmichael or Cpl. Beachum when they're interested," said Bailey.

When new Marines do show interest in volunteering, Bailey said he explains to them being a drill instructor for the Young Marines isn't just about bossing kids around.

"There are lot of things you don't see if the only time you see us with the kids is when you're just walking through the barracks," Bailey explained. "The Marines spend six hours on Saturday teaching these children how to be better people. They give these kids encouragement and some direction in their lives that may not have been there before."

In the long run, while these Marines are teaching the recruits a positive way to conduct themselves, they improve their own skills as people and as Marines.

They are also taking the initiative to learn about handling large groups of people. This experience also gives them an edge on the average Marine who plans on wearing a campaign cover at Parris Island or San Diego.

"Everybody gets something out of this," Bailey said, "Especially if they have the dedication to stay with it." ⚓

Schafer is assigned to the Marine Barracks public affairs office, Washington, D.C.



◄ A Young Marine makes it to the top of a rappelling tower.



▲ Dressed in MOPP 4, CBIRF stretcher bearers carry an unconscious victim to a decontamination facility for nonambulatory cases.

Worst case scenario

Story and photos by PH1 James Hampshire

Sailors & Marines respond to simulated chemical attack in nation's capital

April 30th started out like any other day in downtown Washington, D.C. In the small park beside the Rayburn House Office Building friends tossed a football across the well-kept lawn. Others relaxed in the shade.

Then it happened. A chemical bomb exploded with a dull thud. An invisible cloud of poisonous fumes drifted across the park. People dropped to the ground like flies.



▲ A Navy corpsman waits to transport a victim.

There wasn't a moment to spare. The Chemical/Biological Incident Response Force (CBIRF) sprang into action. Marines and Sailors donned protective suits and rushed to the scene. Their immediate priorities were to scout the area, identify the poison and cordon off the effected area. Navy corpsmen began treating the victims, as Marines isolated the area and guarded against an armed follow-up attack.

Elsewhere, other elements of CBIRF geared up to receive casualties. When the ambulances arrived, decontamination tents were ready to go. Victims entered one side of the tent,



▲ Ambulatory victims proceed through a decontamination tent, where they scrub themselves down, while Navy corpsmen check for any remaining contamination.

were stripped of contaminated clothes, scrubbed clean of chemicals and checked for signs of any residual contamination. They left the other end of the tent where they were cared for until civilian medical authorities arrived at the scene.

This time it was only a drill.

In response to Presidential Decision Directive 39, the Marine Corps created CBIRF to counter this type of chemical/biological terrorist threat.The force is completely self-contained and self-sufficient, capable of deploying anywhere in the world on short notice. CBIRF is composed of about 350 Marines and Sailors, and has the ability to increase the strength of its security element by an additional 200 Marines. Stationed in Camp Lejeune, N.C., they are assigned to the 2nd Surveillance, Reconnaissance and Intelligence Group.

One difficult aspect of their mission is operating in Mission-Oriented Protective Posture (MOPP) 4. The Reconnaissance Element is the first to enter an area andmay carry as much as 70 pounds of gear while wearing full protective garments and gas masks. To build stamina for such conditions, the 20 Marines and 10 corpsmen assigned to reconnaissance perform their daily tasks in full MOPP gear.

During the 1996 Summer Olympics, this training paid off. CBIRF was on standby about one mile away when the pipe bomb exploded in Centennial Park. In less than 10 minutes the unit was ready.

"I couldn't help but be impressed with the reactions of the 176 Marines and Sailors in the rear area," said 1st Sgt. Michael White, rear area staff noncommissioned officer-in-charge. "The unit was pumped, motivated and ready. They knew there had been a bomb blast, but didn't know what kind of bomb it was. They were ready to go in and put themselves in harm's way to save lives — with no questions asked." ⚓

Hampshire is a photojournalist assigned to All Hands.

"The United States shall give the highest priority to developing capabilities to ... manage the consequences of nuclear, biological or chemical materials or weapons

Presidential Decision Directive 39





▲ Patients are taken to the decontamination tent where they are sent through an assembly line designed to neutralize chemical or biological agents.

Full Metal DOCTOR

Corpsmen prove life on the green side takes a whole lot of guts and a fistful of Semper Fi

Story and photos by JO2 Rodney J. Furry



While Sailors take pride in being portrayed as protectors of the high seas, the image of the U.S. Marine as a warrior from the sea is rigid and powerful. Of course, the reality is that, like Sailors, Marines occasionally break. For almost 100 years, the assignment of patching them up has gone to U.S. Navy corpsmen.

Today, there are about 6,000 corpsmen keeping the Fleet Marine Force (FMF) fit and ready to fight. If anyone knows how to do it right, it's Hospital Corpsman 1st Class (FMF) Frank G. Percy, leading petty officer at the battalion aid station for the 3rd Battalion, 1st Regiment at U.S. Marine Corps Base Camp Pendleton, Calif. Percy's a desert-hardened, thick-limbed "doc" who's seen nine nonstop years of life on the "green side." He doesn't know how he would react if he had to wear dungarees.

"I think it would kill me to be on a ship that's sending Marines ashore and not go with them," he said. The profound effect FMF service has had on Percy shows in all of the corpsmen. A cursory scan of the aid station reveals that everyone appears to be a Marine. You can spot the patients easily, standing around on broken sticks or coughing up a good show for the doc, but the lines of distinction that separate Navy and Marine Corps personnel have been irreparably blurred here.

"Both of my roommates are corpsmen, and I look at them like they were Marines, just like me," said Lance Cpl. Juan A. Sanchez, a Marine from Los Angeles, waiting for a routine physical. "The



▲ A corpsman low crawls through a tunnel while wearing mission-oriented protective posture (MOPP) gear.

corpsmen hang out with us when we're off duty. Hell, they're just another part of the unit," he said.

In one case, the lines of distinction between Sailors and Marines have become even more blurred. Hospital Corpsman Gordon A. Smith, a former Marine sergeant, made the switch to the Navy after he decided that working on radar systems for the *Hawk* missile didn't fulfill his need for excitement.

"I was looking for a little more action, and I wanted a chance to get into a recon battalion. I did some research and decided that I'd enjoy it more as



▲ HN Stephen S. Vanderbilt of Orange, Calif., tosses a dummy hand grenade on the confidence course at Camp Pendleton, Calif.

a corpsman," said the Tualatin, Ore., native.

"I think the toughest part of being an FMF corpsman is the first months. Young Sailors who join the Navy and get assigned to the FMF have their expectations shattered when they're challenged with adapting to the Marine Corps style of living," said Percy, a native of Pineville, La.

Every year, about 2,500 corpsmen find out that Semper Fidelis and a signature haircut doesn't come in a can. Before any bluejacket trades in dungarees for cammies on the West Coast, they have to see Navy CAPT Chris Gardiner and his staff of Sailors and Marines at the Field Medical Service School (FMSS) at Camp Pendleton.

"When Sailors come here, they're often apprehensive. They think they've been sent to Marine Corps boot camp. But when they graduate, they're physically and mentally capable of serving in the FMF," said Gardiner, commanding officer of FMSS.

Apart from a strict regimen of physical training, the students focus on the Marines' unique needs in the areas of prevention, disease treatment and trauma stabilization.

Tucked away in one of Camp Pendleton's many



➤ HN Carlos A. Linomontes of Queens, N.Y., struggles to get under a wire barrier with smoke in the air and the sounds of combat simulation ringing in his ears.

Looking tired and soggy after an uncharacteristically rainy Southern California morning, Hospital Corpsman Teresa Robinson reflects on her experience while eating a package of meals ready to eat.

"I didn't expect to end up here. I thought I'd go to a ship or a hospital. But either way, I'm good to go. I'm honestly enjoying the Marine environment. I truly enjoy the challenge," she said.

The 39-day regimen at "Devil Doc University" has been a formal Marine Corps training program since 1950. The students represent the Hospital and Dental Corps, as well as the Navy doctors and nurses who serve the FMF.

"When Sailors come to us, they know virtually nothing about the Marines. Our job is to take the fear out of the unknown for them," Gardiner said.

"I never saw myself doing this until I got here. I never thought about it," said Dental Technician Recruit Kerry J. Ragbir, a native of the Caribbean island of Trinidad. "It's given me some direction," he said.

"It's difficult to explain, but when you've lived through the discipline of Marine Corps life, and adapted to their standards, you can't imagine doing things any other way," said Percy.

Of course, the Marine Corps wouldn't have it any other way. Gunnery Sergeant Basilio H. Lashley, from Pedro Miguel, Panama, knows the Navy firsthand after having served in a Navy cargo handling battalion in Williamsburg, Va. It's the FMF corpsman who has really impressed him through the years.



◄ Hanging on for dear life, HN Juan C. Rodarte of El Paso, Texas, denies the cold, muddy water under the rope swing at the Field Medical Service School (FMSS) confidence course.

▼ HA Juan M. Deleon (left) of McCallen, Texas, and HA Robert R. Muller of Atlanta, carefully haul their "patient" over a wall on the litter bearer confidence course.



"My Marines would die for their corpsmen, because they're just like 'em." he said, adding that his pride in the Marines under him includes the docs.

So the next time you see a group of Marines, go ahead and make your wisecracks. But don't let a haircut fool you. At least one of those Marines is probably a Navy corpsman, and chances are, he's got more time in the field than you do at sea. ⚓

Furry is a San Diego-based photojournalist assigned to All Hands.



Mente

Sea services team up at the Naval Academy

Story and photos by JO2 Jason Thompson

A little more than three years ago, a group of about 30 senior enlisted Sailors and Marines walked through the gates of the U.S. Naval Academy, Annapolis, Md. They came with orders in hand and a mission in mind: to bring their experience from the fleet to help mold young, impressionable midshipmen into morally, mentally and physically disciplined officers — the next generation of officers who will lead the 21st century's Navy-Marine Corps team into battle.

Their arrival at the Navy's undergraduate college marked a notable shift in how midshipmen are trained. Now, for the first time in the Academy's illustrious history, each of the 30 companies in the 4,000-member brigade have active duty officers and senior enlisted Sailors and Marines working together to develop the leadership skills of midshipmen.

Chief Mess Specialist (SS) Robert Bruce was among the first generation of senior enlisted company officers at the Academy. The 35-year-old Sailor from Saint

➤ A midshipman executes the precise drill techniques all students learn during Plebe Summer. The words "fidelity" and "obedience" are engraved on the silver-plated bayonet buckle around his waist.

ring Midshipmen

Johnsville, N.Y., said the midshipmen benefit immensely by having senior enlisted people there .

"For most of them it's the first time they've seen how officers and enlisted are supposed to interact," said the veteran of 15 years. "When they get out to the fleet I want them to be able to approach their senior enlisted members and ask for guidance based on our experience."

Marine Capt. Trygve Hammer of Velza, N.D., teamed up with Chief Bruce during the seven-week Academy indoctrination program known as Plebe Summer. He echoed his partner's point of view: "The senior enlisted are the experts — the people who really know what's going on. As officers, we've got to go to them for the 'corporate knowledge.' If you don't utilize them that way, you're going to put yourself behind."

The first contact midshipmen have with the Academy and their company officers is during Plebe Summer. Plebe Summer indoctrinates young men and women into the rigors of Naval Academy life and prepares them mentally and physically for an intense four-year curriculum. It's during these seven weeks that individual young men and women begin to learn to work together as classmates, roommates and fellow midshipmen.

Finishing Plebe Summer is just the first step on the road toward a commission. The midshipmen are then absorbed into the rest of the brigade and enter the first academic year as third class midshipmen (the academic equivalent of university freshmen). Each year the



Photo by PH3 Sam Dallal

➤ LT Sally Smith and Gunnery Sgt. Todd Turner address the young men and women in their company during afternoon classes. Their mission is to shape midshipmen into morally, mentally and physically disciplined officers.



➤ Marine Capt. Trygve Hammer (left) teamed up with MSC (SS) Robert Bruce during Plebe Summer. Part of their role is to show midshipmen how officers and senior enlisted members interact with one another.



Photo by PH3 Sam Dallal

➤ Plebes from Echo Company sprint to the next phase of the Academy's obstacle courses.

midshipmen gain more knowledge, leadership experience and confidence.

"The Academy really pushes teamwork," said 25-year-old ENS Jeremy Clauze, a former radioman 3rd Class who graduated from the class of 1997 and has orders to the destroyer USS *Hewitt* (DD 966) in San Diego. "When you do something, you do it as a team," continued the Petersburg, W.Va., native. "If you get something done and the person on your team is not done, then nobody's done."

Throughout the entire four years company officers are there to guide the midshipmen and set them on the right track.

LT Sally Smith said one of the great things about her job is the effect she has on the midshipmen: "I'd like to think that I've given them something useful to take to the fleet with them," said the 34-year-old company officer from Durham, N.H. "I would hope that some of the things I think are important to teach them are what's important to leadership. The most important leadership quality, in my opinion, is taking care of people."



▲ Midshipman 1st Class Kevin Thomas of Dayton, Ohio, stands at attention in front of his company.



➤ David Burden of Orlando, Fla., sits upright in his chair next to Gunnery Sgt. Todd Turner during the noon meal. Plebes are not permitted to speak unless spoken to.

For senior enlisted Sailors and Marines throughout the fleet, taking care of people is a skill they've been honing for years. That's why the individuals selected to become company officers play such a crucial role at the Academy.

"When I was a midshipman we didn't have the company chief or company gunny," said Hammer, a former machinist's mate 3rd Class who was commissioned a Marine Corps officer upon graduating in 1990. Looking back, he wonders why it took this long for an officer-senior enlisted team concept to reach the Academy.

"It only makes sense," continued Hammer. "Everywhere else in the fleet, everywhere you go where the Navy and Marine Corps are, you've got officers and enlisted working together. So, it's really good that (the midshipmen) are seeing the interaction here now and being exposed to it and getting out there ready to do it in the fleet."

Gunnery Sgt. Todd Turner, LT Smith's right-hand man, views his role at the academy as laying a foundation for the next generation of Navy and Marine Corps leaders. He does that by emphasizing to the midshipmen in his company the most important fleet fundamental: take care of your enlisted people and your enlisted people will take care of you.

"One day I'm going to have to work for one of these ensigns and one day these ensigns are going to lead me and my people into combat," said the 37-year-old former drill sergeant from Chicago. "That's why it's so important for us to train them right — to teach them about integrity, to teach them about taking care of their people — things that really mean something when they get out there in the fleet." ⚓

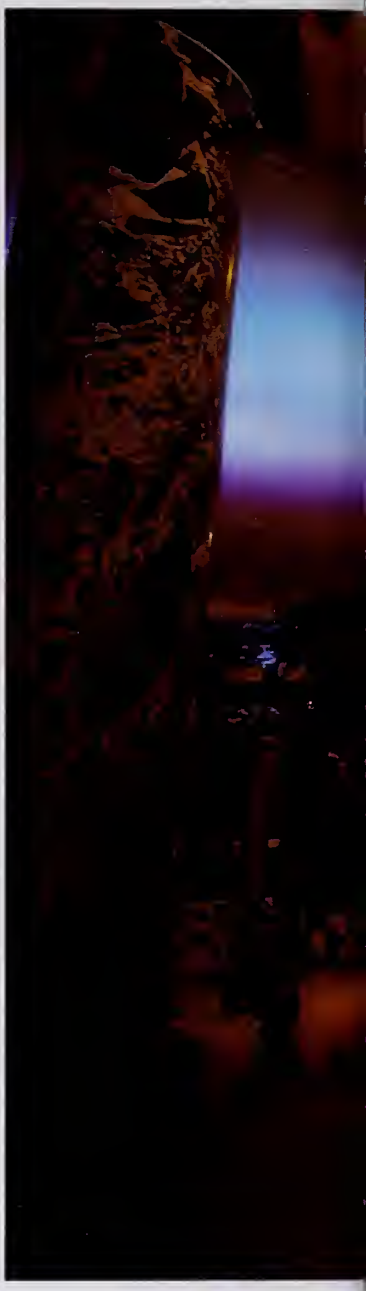
Thompson and Dallal are photojournalists assigned to All Hands.



▲ Midshipmen 1st Class Jennifer Sheats of Camp Hill, Pa., lunges for the next bar on the Academy's physically demanding obstacle course.

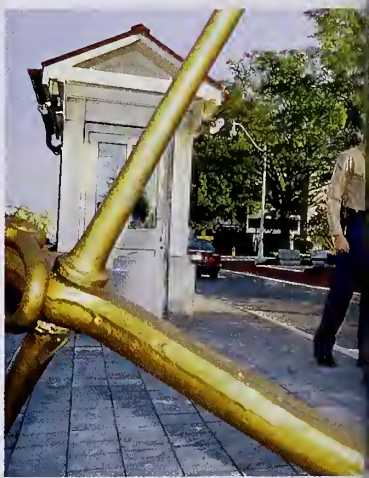
▼ One can almost hear John Paul Jones' immortal words, "I have not yet begun to fight," echo through his burial chamber. The crypt is adorned with many naval treasures that pay homage to his fighting spirit.







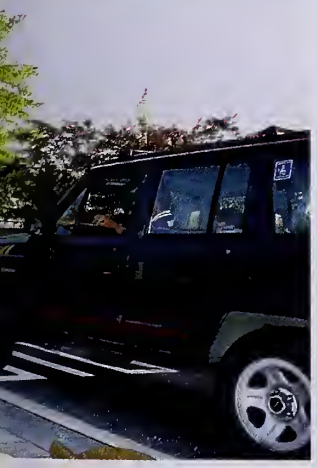
➤ Marines attached to the Marine Barracks at 8th & I, Washington, D.C., render honors as the sun sets on the Yard.



▲ Lance Cpl. Michael A. Rich of Portland, Ore., stands sentry at the Academy's main gate.



▲ Lance Cpl. Robert Drumski of New Britain, Conn., and Lance Cpl. Joseph Boehm of Waldron, Ark., guard the crypt of John Paul Jones that lies beneath the dome of the Naval Academy chapel.



Guardians of Tradition

Photos by PH1 James Hampshire



Amphibious exercises are never a dry run

In the early morning hours, with dawn still over the horizon, activity aboard the dark ships is peaking. Sailors and Marines prepare craft inside the well decks, others peer at screens depicting their floating neighbors and their target still some miles away. As word is passed, engines roar to life. Soon dozens of assault amphibious vehicles (AAVs) and assorted other landing craft are free of their haze gray confines and making way through the swells toward the distant beach and a certain defense.

Exercise *Kernel Blitz '97* was conducted in late June and early July in and around Camp Pendleton, Calif. Similar to training conducted around the world, the exercise best represents the tie between the U.S. Navy and U.S. Marine Corps — a team ready to bring America's resolve to trouble spots — anytime, anywhere.

Kernel Blitz '97

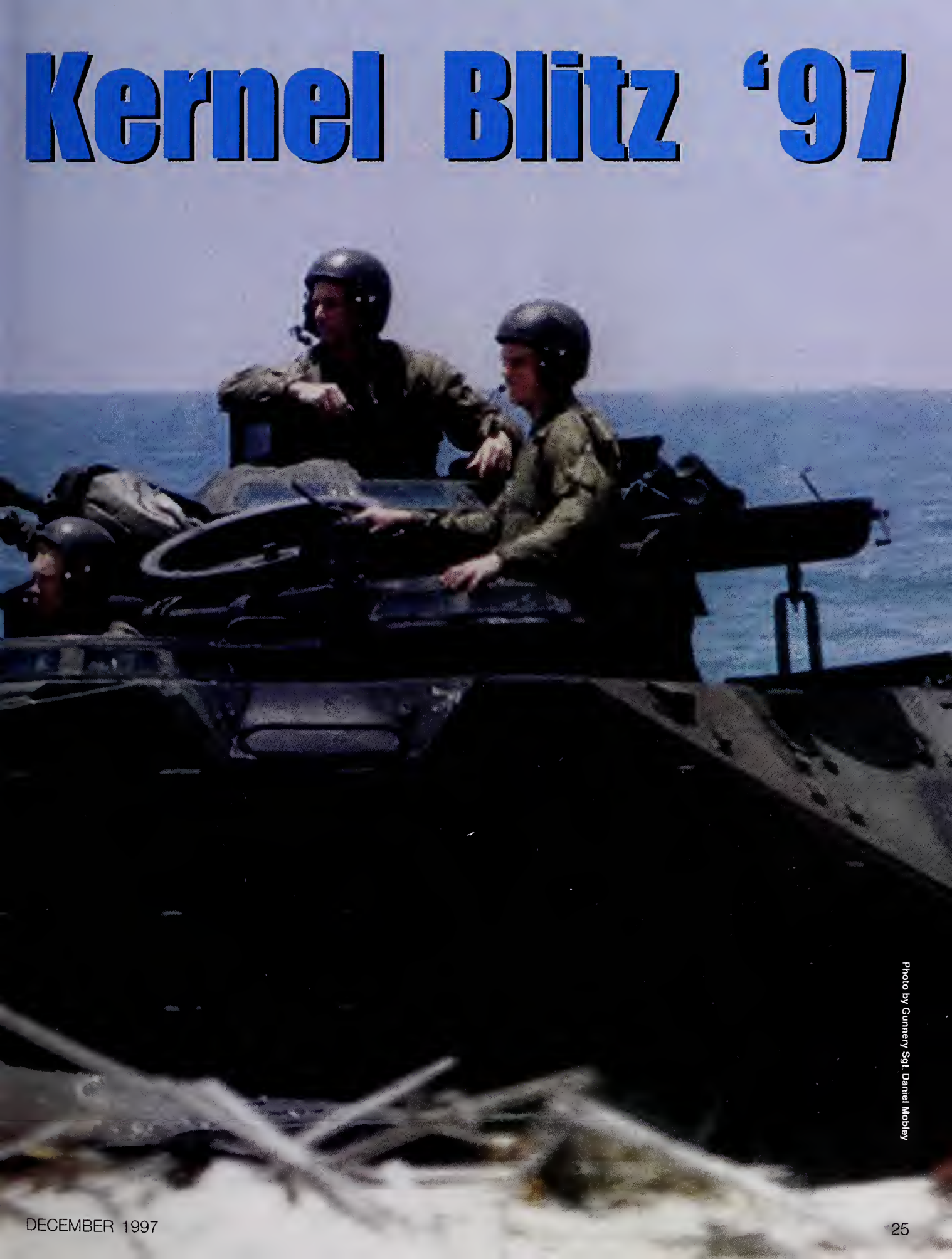


Photo by Gunnery Sgt. Daniel Mobley

Photo by PH2 Michael Degner

▲ An LCAC attached to Assault Craft Unit 5 (ACU 5) flies off the coast of Camp Pendleton, Calif., to deliver troops and cargo to the amphibious assault ship USS *Peleliu* (LHA 5).

Photo by PH2 Jeff Viano



➤ TM1 Victor Thomson (right) and EN1 Don Walker attached to Explosive Ordnance Disposal Mobile Unit 3 approach the stern gate of the amphibious transport docking ship USS *Denver* (LPD 9) in a 25-foot *Boston Whaler.*



Photo by Lance Cpl. Sylvia Rios

◄ Lance Cpl. Heriberto C. Herrera, Heavy Equipment Construction Platoon, Marine Wing Support Squadron 374, 3rd Marine Air Wing, creates a large-scale map for Exercise *Kernel Blitz '97*.



Photo by Sgt. Brook Kelsey



▲ GMSN Darius Nowell awaits the release of mooring lines to get USS *Tarawa* (LHA 1) underway for Exercise *Kernel Blitz '97*.

◄ A Marine Corps AV8-B *Harrier* lands aboard the amphibious assault ship USS *Peleliu* (LHA 5).

"Forward-deployed U.S. Forces primarily naval expeditionary forces, the Navy-Marine Corps Team, are vital to the regional stability and to keeping these crises from escalating into full-scale wars."

— Admiral Jay L. Johnson
Chief of Naval Operations

Photo by PH1 Paul Self

➤ ABH3 Curtis Rowe directs a Marine Corps CH-46 *Sea Knight* attached to Marine Helicopter Medium Squadron (HMM) 163 aboard the amphibious assault ship USS *Tarawa* (LHA 1) during exercise *Kernel Blitz '97*.



Photo by PH1 Stephen Batiz





➤ Marines from 1st Marine Division, 3rd Amphibious Armored Vehicle Battalion, driving Soviet armored vehicles act as opposing forces during *Kernel Blitz '97*. The exercise was conducted near the Southern California coast and was designed to train U.S. Sailors and Marines and Canadian and Australian troops in amphibious operations.



Sgt. Oscar Martinez

➤ A Marine dashes for cover during the assault of 25 Area Combat Town during *Kernal Blitz* '97.



Photo by Lance Cpl. Sylvia Rios

➤ A Navy loadmaster directs a HUMVEE from a Landing Craft, Air Cushion (LCAC) during an amphibious assault at Red Beach, Camp Pendleton, Calif., during Exercise *Kernel Blitz '97*.

CWO2 Charles Grow



▲ 2nd Lt. Mesner and Staff Sgt. Basabe from Landing Support Battalion, 1st Force Service Support Group, discuss the beach operations during the amphibious assault on Red Beach.



Photo by PHAA Caroline N. Hammonds

➤ Marines attached to the 13th Marine Expeditionary Unit (Special Operations Capable) guard a hillside perimeter at Camp Pendleton, Calif., as an LCAC heads out to sea during Exercise *Kernel Blitz '97.*



➤ The attack submarine USS *Kamehameha* (SSN 642) departs Naval Air Station North Island, Calif., to support Exercise *Kernel Blitz '97.* The exercise was conducted near the Southern California coast and was designed to train U.S. Sailors and Marines in amphibious operations.

➤ Staff Sgt. Pankievich passes his little green notebook to the next amphibious assault vehicle commander with information regarding order of march prior to returning to the USS *Anchorage* from White Beach during Exercise *Kernel Blitz '97.*



Photo by CWO2 Charles Grow



CWO2 Charles Grow

➤ Members of SEAL Team 3 transmit a surf report during *Kernel Blitz '97.*

Kernel Blitz '97 Forces

Carrier Battle Group (CVBG):
- USS *Nimitz* (CVN 68)
- USS *Lake Champlain* (CG 57)
- USS *Port Royal* (CG 73)
- USS *Kinkaid* (DD 965)
- USS *Ford* (FFG 54)
- USS *Olympia* (SSN 717)
- USS *Bremerton* (SSN 698)

Amphibious Task Force:
- USS *Coronado* (AGF 11)
- USS *Tarawa* (LHA 1)
- USS *Denver* (LPD 9)
- USS *Anchorage* (LSD 36)
- USS *Mount Vernon* (LSD 39)
- USS *Rushmore* (LSD 47)
- USS *Vandegrift* (FFG 48)
- USS *George Philip* (FFG 12)

Amphibious Ready Group (ARG):
- USS *Peleliu* (LHA 5)
- USS *Comstock* (LSD 45)
- USS *Juneau* (LPD 10)
- 13th Marine Expeditionary Unit (Special Operations Capable)

Opposing Forces:
- USS *Kamehameha* (SSN 642)
- USS *Jefferson City* (SSN 759)
- USS *Lewis B. Puller* (FFG 23)
- HMS *Norfolk* (F 230)
- USS *Benfold* (DDG 65)
- 5th Marine Regiment
- Carrier Air Wing 14

Hospital Ship:
- USNS *Mercy* (T-AH 19)

➤ Marines embarked aboard USS *Carl Vinson* (CVN 70) are dropped to the flight deck using SPIE rigging techniques.

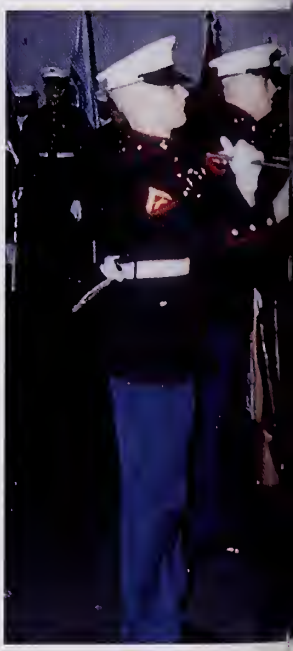


Photo by PH2 Megy



Photo by PH2 Megy

▲ Lance Cpl. Oufnac and Sgt. Soncrant aboard USS *Carl Vinson* (CVN 70) get ready for Special Purpose Insertion and Extraction (SPIE) rigging. Marines use SPIE rigging in situations where space and terrain prohibit helos from touching down.



➤ Marines attached to USS *George Washington* (CVN 73) perform a silent drill routine in Hangar Bay 2 while the ship was anchored in Marseilles, France.

Carrier Marine Dets

Vital elements of forward presence



Photo by AN Joe Hendricks

➤ The Marine detachment embarked aboard USS *George Washington* (CVN 73) runs across the flight deck in formation as part of their physical fitness regimen.



Photo by AN Joe Hendricks

➤ Marines fire a salute from Aircaft Elevator 3 during a burial at sea ceremony held on board the carrier USS *George Washington* (CVN 73).



Photo by PH3 Sammy Dallal

➤ Lance Cpl. Wayne Mason of Bitburg, Germany, aims his .9 mm pistol at a simulated target during a security alert scenario conducted by the aircraft carrier USS *George Washington*'s (CVN 73) Marine security detachment.



Photo by PHAN Kris White


USA

Navy, Marine Corps

Train for readiness

Story and photos by JO1 Ron Schafer

As the 21st century approaches, the Navy's focus has shifted away from blue water warfare making littoral warfare the strategy of choice for its maritime forces. The awesome striking power of Navy and Marine Corps expeditionary forces, as evidenced around the world, would not be possible without maintaining optimum readiness through continuous training.

On the East Coast, maintaining that readiness falls on the men and women of the Expeditionary Warfare Training Group, Atlantic (EWTGLANT). Based at the Naval Amphibious Base, Little Creek, Va., EWTGLANT's mission is to train and instruct about tactics and techniques of naval expeditionary warfare with a focus on amphibious operations as well as shipboard engineering, naval gunfire support, naval science and seamanship.

This training is geared specifically to the needs of the Fleet Marine Force and Navy commands that operate directly with, or in

"[It is] a joint command in all aspects of the words joint command."

—Marine Corps Sgt. Joanne Rinnander

support of, landing forces. With that in mind, EWTGLANT is a joint command made up of Navy and Marine Corps members with a sprinkling of Army instructors. "[It is] a joint command in all aspects of the words joint command," said Marine Corps Sgt. Joanne Rinnander, a student in the Combat Service Support Log/Embark course who epitomizes the Navy/Marine Corps concept of team.

"In the future, this [training] will allow me to work closely with the Navy while loading amphibious ships, different carriers and other ships we work with in the Marine Corps," said the native of San Jacinto, Calif.

In addition to classroom instruction, EWTGLANT uses facilities at Little Creek and surrounding bases including obstacle and confidence courses, mockups for drynet training, indoor and open-water swimming areas, rappelling towers, small arms and machine gun ranges and landing beaches. A landing craft air cushioned (LCAC) simulator is used for instruction in craft operations. An expeditionary warfare demonstrator also provides students and visitors a panoramic overview of an amphibious assault using scale models, slides and motion pictures.

The key to the training provided by EWTGLANT, particularly field training, is realism. During the practical phase of the shipboard security engagement weapons course, students use a decommissioned ship for a classroom as they run through a series of antiterrorism scenarios using paintball-loaded weapons to hone their security skills. Again, realism is the key.

"The paintballs sting a bit," explained Master-At-



▲ EWTGLANT uses an expeditionary warfare demonstrator to provide students a realistic overview of an amphibious assault.

Arms 1st Class Timothy E. Durbin of Washington, D.C., a course instructor. "They'll feel it, but that's one of the most life-like areas [of the training].

"Oh yes, paintballs are realistic," said Torpedoman's Mate 2nd Class Deborah A. McCall, a student from USS *Emory S. Land* (AS 39). "You can feel it. It's one thing to point a gun, but getting hit by a moving object, it's realistic."

To achieve realism in training, teamwork is a must. With a joint staff of instructors, the Navy/Marine Corps team at EWTGLANT strives to pass that attitude on to their students, by example.

"We emphasize a lot of team concepts," said Durbin. "How to communicate together, how to move together, just how to work together as a team. We're strongly against that single person being out there and trying to take care of things [alone]. That won't work."

"I think combined training and having combined







▲ In addition to classroom instruction, students enrolled in the basic recon course at Little Creek, Va., practice rappelling off towers.

◀ Decommissioned ships are used by students for realistic shipboard security and antiterrorism drills.

instructors really benefits both services and really benefits the entire armed forces," said Hospital Corpsman 2nd Class Mark E. McNeil. A seven-year veteran of joint duty with reconnaissance Marines, the Richmond, Va., native said for him, it's the only way to go.

"It's fun for me, and a challenge," he said. "It's something I look forward to every day of my career. If I can spend the rest of my career working with the Marine Corps, I will." ⚓

Schaefer is a Norfolk-based photojournalist for All Hands.

Bill XXVIII keeps kickin'

Stories by JO1 Linda L. Helmig

More than 200 years ago, long before football was invented, goats along with other livestock were kept on naval vessels. Various animals provided milk, food and eggs to the crew and some even became pets.

Among the parrots, dogs and cats, legend has it there was a goat who was so well-loved that when he died, his skin was kept so he could be stuffed once the ship arrived in port.

But the goat skin never made it to the taxidermist. Instead, it made it's way to the sidelines of the first Army-Navy football game. It was there that the "goat" made its debut during half-time when one officer entrusted with the goat skin romped up and down the sideline cloaked in the goat skin.



Navy's victory over Army that day was credited to the goat's presence, and the animal became a focal point for Navy team spirit. The rest, as they say, is history. Three years later, at the fourth Army-Navy game, the goat became Navy's official mascot. At the turn of the century, "Bill" became the official name of the Navy mascot.

Each Navy mascot has a "sea story" to tell. In 1906, Bill IV wore the traditional blue and gold saddle blanket. To this day, he's perhaps the most famous of the many Bills who have been saddled with the responsibility of ensuring a Navy win. Originally called Bill, his name was changed to "Three-to-Nothing Jack Dalton," named after a midshipmen who kicked field goals leading to Navy beating Army 3-0 two years straight. Three-to-Nothing held the reins until 1912, when he was stricken with colic and died. An elaborate funeral was planned. Plans were scratched in lieu of having the goat stuffed. Today he can be seen at the Naval Academy's Halsey Field House wearing the traditional blue and gold saddle blanket of old.

Three-to-Nothing Jack Dalton may be the most famous, but there were other goats who made a name for themselves. Bill V, a brown goat, ruled in 1914. His temper was so bad, he earned the name "Satan." His successor, Bill VI, became Navy's beloved mascot after his owner responded to an ad in an Annapolis, Md., newspaper that read "WANTED: The meanest and fiercest goat possible." Navy got what it wanted and went on to beat Army that year.

The goat with the longest reigning record was Bill XIV, who was pressed into service when his predecessor was "kid"-napped by a rival school. He remained the Navy mascot for 12 years.

Today's keeper of the flame is Bill XXVIII. He's the hometown hero who carries on Navy's hallowed legacy. As goats go, he can be rather obstinate, ornery and as stubborn as — well, a billy goat! But his social attitude is not important. What counts is how he inspires the players during the games. On the sidelines, first and foremost on his mind is a Navy win!

Before the game, Bill gets his horns painted up and he's fitted with the traditional blue and gold saddle blanket emblazoned with the letter "N." In between nibbling on stadium grass and alfalfa hay (and the mule during the Army-Navy game), Bill visits with fans. Young and old alike love him.

Bill is a goat of few words, but he does have one thing to say. "Go Navy! Beat Army!!!" ⚓

No bones about it

Like all Marines, she's always on duty, ready at a moment's notice. She stands tall as "one of the few, the proud." Her job is clear, no bones about it. She may be a dog, but she's a Marine first.

Her name is Molly to those who know her best, but her official name when in uniform is "Chesty." Her name not only refers to her bulldog build, but to Marine Corps Lt.Gen. Lewis Puller, who won five Navy Crosses in his distinguished career, not to mention his chest full of other medals, hence the nickname "Chesty."

Chesty, the bulldog, is the eleventh English Bulldog to carry on the 70-year tradition as mascot of Marine Barracks, Washington, D.C. She's the first female to hold the position.



History paints a grand picture of Chesty XI's predecessors — as far back as World War I, when German soldiers first referred to Marines as "devil dogs." It wasn't long before a Marine Corps recruiting poster portrayed a dachshund, wearing a spiked helmet and Iron Cross, running from an English Jiggs bulldog wearing a helmet with a globe and anchor insignia.

Soon afterward, on Oct. 14, 1922, an English bulldog enlisted in the Marine Corps as "Private." He traveled the world. His journeys racked up some 100,000 miles when it was all said and done. He became a movie star as well, appearing in the 1926 movie "Tell it to the Marines."

Jiggs died Jan. 9, 1927, but his legacy lives on. Thirty years after Jiggs' death, Chesty I became part of the very first Evening Parade at Marine Barracks, Washington, D.C.

Today's mascot, Sgt. Chesty XI, enlisted in the Marine Corps Aug. 24, 1995, and has served with distinction. She's only a pup, but she knows when it's time to work and when it's time to play.

She enjoys flopping on the couch when she's not in uniform and loves to play with her toys, said CWO2 Joseph M. Hurley, who takes care of Chesty during off-duty hours. She's just like other bulldogs her age, rambuncious and playful.

But when she's in uniform, Chesty is just like any other Marine — well, kind of. It is true, she's calm and collected. She has uniforms to wear and she even has a service record. She marches in the ceremonial guard and greets the crowds with pride.

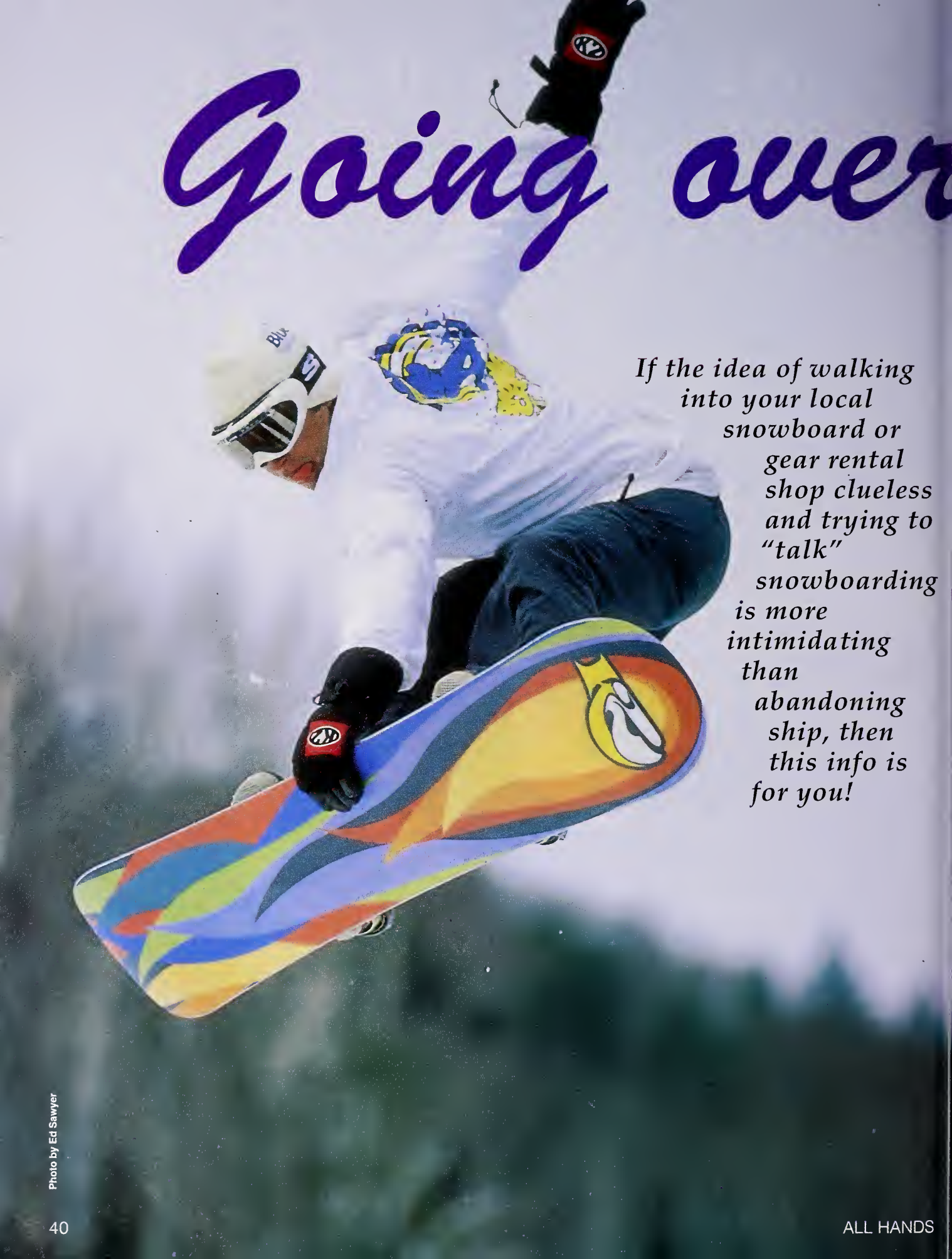
And people love her. Dressed in her "dress blues," with her insignia and National Defense Medal, she's proud to represent the Corps and eagerly greets everyone with a "stiff bottom lip."

During the summer, you can see her marching in the evening parade at 8th & I Streets in Washington, D.C. She's also on hand on Tuesday nights during the summer at what is known as the "Sunset Parade."

She gives autographs with her distinctive paw print and she will pose for the camera — just don't expect her to smile. Doggon It! ‡

Helmig is a photojournalist assigned to the Broadcasting Mobile Det., Naval Media Center. Gonzalez is a photographer assigned to All Hands *magazine.*

Going over



If the idea of walking into your local snowboard or gear rental shop clueless and trying to "talk" snowboarding is more intimidating than abandoning ship, then this info is for you!

Photo by Ed Sawyer

board

Photos by PHC(SW) John Gay and PHAN Lena Gonzalez

So, you wanna be a snowboarder?

Like other extreme sports, the right equipment is essential. Of course, there are plenty of places to buy snowboards, boots, bindings and other related equipment. Catalogs and web sites abound offering a wide array of colorful and exotic gear for the wary and experienced snowboarder. For beginners, a good place to start is your local snowboard shop.

Often staffed with experienced snowboarders, here you can get equipped with gear designed for your height, weight and experience level. Prices might be a bit higher, but the initial good fit is worth it.

Not ready to shell out the big bucks yet? No problem! Most slopes and resorts offer rental gear and will even show you how to use it. This gives you a chance to "test drive" the sport without a large investment.

But, just like traveling to a foreign country, you have to know the language to avoid embarrassing situations. When you go into a snowboarding shop, you'll discover that snowboarding has its own lingo.

Thanks to the Snowboarding On-Line web site <http://www.solsnowboarding.com> you can learn the lingo before you visit the shop or hit the slopes.



Know the lingo

Bail: A term used to describe crashing or falling. ("He bailed and landed on his head.")

Bonk: The act of hitting a no-snow object with the snowboard. (Example: A tail bonk could be hitting a picnic table with the tail of the snowboard.)

Corduroy: When a snowcat freshly grooms a trail, it leaves a finely ridged surface. Corduroy is very nice for laying out clean turns.

Fakie: A term for riding backwards.

Flail: A term used to describe riding badly and out of control. ("He flailed off the jump and hit a tree.")

Grommet (or Grom): Another name for a small, young snowboarder. Especially one who is very "in" to snowboarding.

Halfpipe: A structure freestyle ing. It coning radial walls of and

snow built for snowboardsists of opposransition the same height size. Snowboarders use the halfpipe to catch air and perform tricks by traveling back and forth from wall to wall while moving down the fall line.

Leash: A retention device used to attach the snowboard to your front foot so it doesn't run away. (A cooler way to say "safety strap.")

Nose: The front tip of the snowboard.

Rail: There are two rails on a snowboard, each comprised of a sidewall and an edge.

Revert: To switch from riding fakie to forward or from forward to fakie, usually while the snowboard is still touching the ground.

Rolling down the windows: A phrase used to describe when someone is caught off balance and they rotate their arms wildly in the air to try and recover.

Stance: The position of your feet on the snowboard. Some stance types include: regular, goofy and duck. Also refers to the stance specifications such as width and angle.

Stomp pad: The no-slip pad attached to the snowboard between the bindings for aid in getting on and off the lift with your rear foot out of the binding.

Tail: The rear tip of the snowboard.

Types of riding

Freestyle riding: Most often associated with riding the halfpipe, but may a
be used to describe any type of snowboarding that includes tricks and maneuvers.
Freeriding: Snowboarding on all types of terrain just for fun.
Freecarving: Staying on the ground, going down the slop doing deep, fluid turns in the
corduroy.



Are you Goofy or Regular?

Riding with your left foot forward is Regular. Right foot forward is Goofy. If you don't know which you are, go to a local shop and ask for help.

Take a lesson!

at least one to learn the basics: how to get on/off the lift, how to fall, how to turn and stop.

Board types

Twin: identical, blunt nose and tail shape for maneuverability for technical freestyle riding.

Directional: a longer nose for better float in uneven snow with a stiff tail for power; for freestyle and freeriding.

Extended edge: proportionately more edge in contact with the snow for edge grip and control at speed; for freecarving.





What you'll need to hit the slopes

1. **Snowboard**: Pick one appropriate for your weight. Generally, heavier riders need longer boards; lighter riders need shorter boards. Check out each board's suggested weight range.

2. **Bindings:** Your connection to the board. Bindings aren't supposed to release; they should keep your feet/boots comfortably secured to your board.

3. **Boots:** Boots are gender-specific in sizing. Don't judge a boot's fit by walking around in the shop. Strap into a binding and pull up on your heel. The less movement without sacrificing comfort, the better. Soft boots are the most comfortable.

4. **Appropriate clothes:** The weather changes quickly and so does your heart rate. To adapt quickly and minimize bulk, use layers.

For women only

Women make up 30% of the snowboard market. You'll find a large selection of snowboarding equipment designed specifically for women at all experience levels. Check it out!

Gold medal sport

Snowboarding will be a featured medal sport for the first time in the XVI Winter Games in Nagano, Japan, Feb. 7-21, 1998.





CyberSailor

Amphibious Surfing

Navy and Marine Corps sites abound on the Web

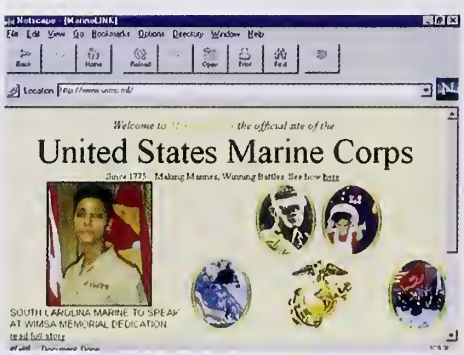
Welcome back, cyber-warriors! In keeping with the theme of this issue of *All Hands*, this article is dedicated to the Navy and Marine Corps team! Yep, Sailors and Marines working together ... imagine that!

I can't think of a reason why any Sailor worth their salt hasn't already checked out the Navy's official site**(http://www.navy,mil/)**, or why Marines worth their ... uh, cammies haven't connected to Marine Link**(http://www.usmc.mil/)**. But in the spirit of mutual understanding and appreciation, I heartily recommend you hook into the hompage of our respective cousin in the Department of the Navy.

The Sailor-Marine connection dates back to the creation of the sea service's infantry arm. Since then, the relationship has been as intertwined as the cords hanging from the back of my computer. The history is worth looking in to. An excellent place to start is the Naval Historical Center **(http://www.history.navy.mil/)**. Marine Corps history and traditions are explored more at the history section of Marine Link **(http://www.usmc.mil/history.nsf/table+of+contents)**.







"From the Sea ... " is the axiom of today's Navy-Marine Corps philosophy. (Do I read "amphibious" in that phrase somewhere?) It's that thought that seems to drive the design of some very informative sites.

Marine Forces Pacific **(http://www.mfp.usmc.mil/marfor.htm)** gives visitors a well-rounded view of Marine Corps organizations and operations in the Pacific. For instance, did you know that more than 76,000 Marines (that's about 66 percent of the entire Corps) serve in the Pacific?

Likewise, Commander Amphibious Force, U.S. 7th Fleet **(http://www.ctf76.navy.mil/)** gives surfers a look inside the Navy's only forward-deployed amphibious group. The Marines on Okinawa tell their stories through the III Marine Expeditionary Force (III MEF) homepage **(http://okr.usmc.mil/)**. Both carry news and photos of exercises and operations in the Western Pacific.

Looking for someone?

Earth-bound shipmates can be found by going to MARS

Ever wonder what your buddy on USS *Constellation* (CV 64)is up to these days? Have you been wanting to send a note congratulating your friend at III Marine Expeditionary Force on that recent promotion? Want to send a quick note home? Forget the post office, try going to MARS.

The Navy-Marine Corps Military Affiliate Radio System (MARS) has been helping the services' official communications systems through a network of amateur radio operators for years. While MARS helps handle official radio traffic during emergencies, it also gives service people a means to communicate worldwide. And now, MARS is on the net!

While e-mail is great, it's still not available everywhere and to everyone. If your friend or family member is in this situation, you need to check out the MARS website **(http://ns1.maf.mobile.al.us/users/navy-mars/index.html)**. Easy to follow instructions will get your words around the world.

The first choice you'll make is a destination. You can send a message to one of the ships with MARS capability (not a long list unfortunately), to a command overseas or to a stateside location. You provide your name, location, the information on the message's destination (rank/rate, name, command, mailing address, etc.), a 50-word message and hit the "Send MARSGRAM" button. That's it! The friendly folks at MARS takes care of the rest. If you provide your e-mail address, they will even get back to you if they encounter a problem with your message.

While you're at their website, you can also find more information on the MARS program. For radio operators, it's a great way to increase your skills while performing a public service.

Remember, sending MARSgrams is a quick and easy way to keep in touch. ⚓

I like pictures, especially those filled with action and a certain amount of danger. Navy-Marine Corps operations have both. To find them, all you need is the name of a recent exercise or operation. Good sites with information and photos of *Kernel Blitz* '97, for instance, were easy to find. Using Yahoo and Lycos (or any of the major search engines), I simply typed in "Kernel Blitz" and was greeted with a lengthy list of official and unofficial exercise homepages.

There's a lot that Sailors don't know about the Marine Corps, and much that Marines don't know about the Navy. The Internet opens an electronic door to the true meaning of Navy-Marine Corps Team. ⚓

Charthouse

New Leave & Earnings Statement hits the fleet

ALLOTMENTS
Now the types of allotments you send out are indicated (CFC, Dependent, Insurance, etc.)

DEFENSE FINANCE AND ACCOUNTING SERVICE MILITARY LEAVE AND EARNINGS STATEMENT

ID	NAME (LAST, FIRST, MI)	SDC SEC NO.	GRADE	PAY DATE	YRS SVC	ETS	BRANCH	ADSN/DSSN	PERIDD COVERED
	SAILOR, JOHN Q.	000-00-0000	E5	821018	14	9800327	N	5033	1-31 JAN 97

	ENTITLEMENTS TYPE	ENTITLEMENTS AMOUNT	DEDUCTIONS TYPE	DEDUCTIONS AMOUNT	ALLOTMENTS TYPE	ALLOTMENTS AMOUNT
A	BASE PAY	1731.30	FEDERAL TAXES	160.30	DISCRETIONARY ALT	95.00
B	BAS	228.16	FICA-SOC SECURITY	107.34	DEPENDENT ALT	177.00
C			FICA-MEDICARE	25.10	BANK ALT	63.58
D			SGLI FOR 200,000	18.00		
E			N RETIRE HOME	.50		
F			DENTAL	7.19		
G			REPAY ADVANCE	109.05		
H			MID-MONTH-PAY	594.78		
I						
J						
K						
L						
M						
N						
O						
	TOTAL					

SUMMARY	
+AMT FWD	
+TOT ENT	1,959.45
-TDT DED	1,022.26
-TOT ALMT	335.58
=NET AMT	601.62
-CR FWD	.00
=EOM PAY	601.62

End-of-Month Pay

LEAVE	BF BAL	ERND	USED	CR BAL	ETS BAL	LV LDST	LV PAID	USE/LOSE		FED TAXES	WAGE PERIOD	WAGE YTD	M/S	EX	ADD'L TAX	TAX YTD
	38.5	10.0	14	34.5	69.5	0	60.0	0			1731.30	1731.30	S	02	.00	160.30
FICA TAXES	WAGE PERIOD	SOC WAGE YTD	SOC TAX YTD	MED WAGE YTD	MED TAX YTD	STATE TAXES	ST	WAGE PERIOD	WAGE YTD	M/S	EX	TAX YTD
	1731.30	1731.30	107.34	1731.30	25.10		WV	.00	.00	S	01	.00
PAY DATA	BAQ TYPE	BAQ DEPN	VHA ZIP	RENT AMT	SHARE	STAT	JFTR	DEPNS	2D JFTR	BAS TYPE	CHARITY YTD	TPC	PACIDN
				.00 0				0		REGULAR	.00		

REMARKS: YTD ENTITLE 1959.46 YTD DEDUCT 427.48

OHA

REPAY ADVANCE DEBT BAL $225.60
RATE CHG BASIC PAY 970101(001)
CHARGE LEAVE 961223-970103(003)

REPAY ADVANCE DEBT BAL $103.90
RATE CHG BAS 970101(001)
SANK ROBINS FED CR UN
ACCT # 9000028

Marital Status

Overseas COLA

DFAS Form 702, May 92

ENTITLEMENTS
Like the old LES, this one lists the types and amounts of pay you are paid for the entire month.

USE OR LOSE
This box reflects how many days leave you must burn up before the fiscal year ends (Oct. 1).

DEDUCTIONS
FICA, state and federal tax deductions now reflect the actual money breakdown. ***The last entry relects the amount paid on your mid-month payday.***

Pay day just got easier! Instead of getting those end-of-month direct deposit slips, you'll be getting your LES 15 days earlier! This gives you a more accurate status of what's going on with your pay.



Navy implements CPO-to-Sea policy

To maintain at-sea manning readiness in senior enlisted leadership positions, the Bureau of Naval Personnel (BUPERS) established the Chief Petty Officer (CPO) to Sea policy to transfer eligible CPO's on shore duty to vacant at-sea billets.

This policy, detailed in NAVADMIN 221/97, applies to all ratings and will only be used when detailers are unable to fill high-priority CPO sea duty billets (type 2, homeported in the United States; or type 4, homeported overseas) with normal projected rotation date (PRD) rollers, and when there are no excess personnel at sea within the geographical area that can be reassigned. Then detailers will identify those CPOs on shore duty (including neutral duty counted as shore duty) who have completed minimum activity tours (MAT), or who are at or past their PRD.

"This policy change was implemented with careful consideration of the potential impact it could have on quality of life for affected CPOs and their families," said VADM Daniel T. Oliver, Chief of Naval Personnel. "However, for us to continue meeting world-wide contingencies and challenges, we must maintain at-sea manning readiness. This policy will continue to help us ensure crucial leadership stays on our deckplates and flight lines."

When the policy was selectively implemented 10 months ago, at-sea CPO ranks were manned at 73 percent; the number has increased to more than 81 percent.

Selection will be made from candidate CPO's based on who has been ashore the longest, according to the NAVADMIN. Those whose previous sea duty was type 3 (shore based duty considered sea duty) will be considered over others.

Under this policy, E-8s and E-9s may be considered for vacant E-7/8/9 billets, and E-7s may be considered for vacant E-7/8 billets. Special circumstances that would prevent an eligible CPO from accepting the sea duty assignment must submit those reasons in writing to Pers-40, with a command endorsement, within 30 days of being identified as an at-sea replacement under this policy.

"BUPERS will continue to make every effort to keep affected CPO's in their present fleet concentration area, and work to prevent shortening hard-earned and well-deserved shore tours, especially for those in sea-intensive ratings," said Oliver. ⚓

Shipmates



Hospital Corpsman 2nd Class Patricia L. Sandidge was selected as the FY97 Junior Sailor of the Year for Naval Hospital, Charleston, S.C. A native of Athens, Tenn., Sandidge took on the responsibilities of layout editor for the command newspaper *The Southern Starship* and quickly mastered the skills necessary to function in this challenging and demanding assignment.



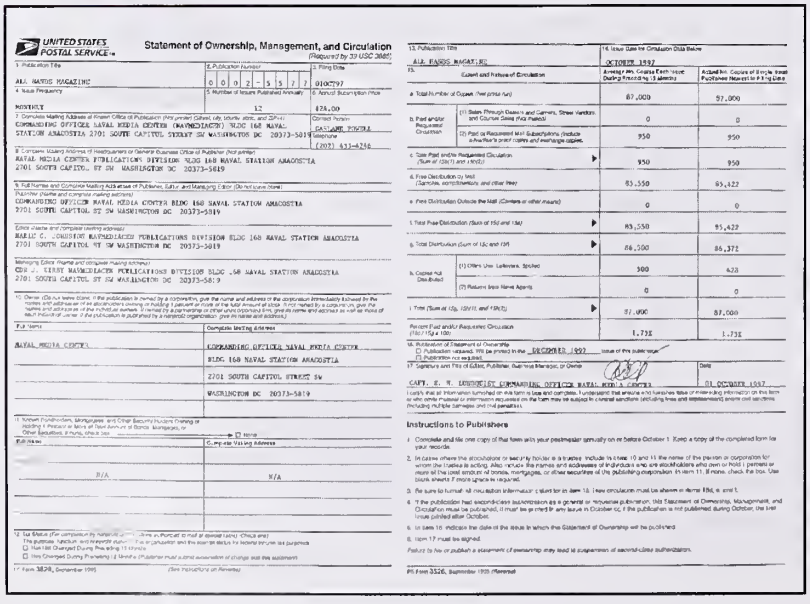
Master-at-Arms 2nd Class Harry Davis Jr., a native of New York City, recently graduated from the Criminal Investigator Course, Glynco, Ga. Davis is assigned as an investigator for the Security Department, Naval Station, San Diego. Completion of this training is a rare accomplishment, since the course is reserved specifically for federal law enforcement officers.



Electronics Technician 1st Class (SW/CC) Angel Garcia was selected as Senior Shore Sailor of the Quarter for second quarter CY97 at Fleet Information Warfare Center Det., San Diego. Garcia, a Bronx, N.Y., native, demonstrated exceptional leadership and management skills by handling all official administrative correspondence for the largest department in the command.



Senior Chief Aviation Anti-Submarine Warfare Operator (AW) Donald L. Myers of HSL-51 was named the NAF Atsugi's Athlete of the Year. Myers represented HSL-51 by participating in at least six different sports tournaments. He also organized, coached and played for HSL-5l's Captain's Cup Championship Flag Football team at NAF Atsugi.



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